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S. MOUTRIE & Co.,
LIMITED,
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PIANOS
BRITISH-MADE THROUGHOUT.
NEW MODELS
JUST RECEIVED.

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[39-4]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	...	...	...	\$5.00
Return " " (available also for return by day steamer)	...	...	...	...	10.00
Single Fare by Day Steamer	...	...	...	...	4.00
Return " " " " " " " " " "	...	...	...	...	8.00

HONGKONG TO CANTON. THURSDAY, 6TH JANUARY, 1916.
8.00 a.m. **HONAM.** 8.00 a.m. **HEUNGSHAN.**
10.00 p.m. **FATSHAN.** 4.30 p.m. **KINSHAN.**

CANTON TO HONGKONG. FRIDAY, 7TH JANUARY, 1916.
8.00 a.m. **HEUNGSHAN.** 8.00 a.m. **HONAM.**
10.00 p.m. **FATSHAN.** 4.30 p.m. **KINSHAN.**

HONGKONG-MACAO LINE.
S.S. **SUI TAI**, Tons 1,651. S.S. **TAISHAN**, Tons 3,006.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 9TH JANUARY, 1916.
The Company's New Steamship
"TAISHAN"
Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 3 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. **SUI TAI**.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. **SAINAM**, 588 tons, and S.S. **NANNING**, 588 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers **LINTAN** and **SANUI**. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [13]

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU. AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED,
INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES!

24 PAGES!!

24 PAGES!!!

FAR EASTERN MEN AND THE WAR.

CAPT. J. C. S. DOUGLAS.
Mr. A. G. Mossop, of Shanghai, has received a telegram from Lieut.-Commander Douglas, who is in command of a torpedo-boat-destroyer, to the effect that Capt. J. C. S. Douglas, 10th Battalion Yorkshire Regiment, died of wounds in Flanders on December 18th. Capt. Douglas, who has for long been associated with Shanghai, was the son of Admiral Sir Archibald Douglas, G.C.V.O., K.C.B. He was called to the Bar at Gray's Inn on June 27th, 1890, and in 1901 he was appointed Registrar for H.M. Supreme Court for China and Korea, and also Chief Clerk, and acted as Assistant Judge of the Court from April 3rd, 1894, until July 22nd, 1905. After resigning the position of Registrar in 1907, he began practice as a barrister. In August of last year, when the war broke out, Mr. Douglas was most anxious to get to the front to fight for his country, but had difficulty in obtaining a recommendation for a commission owing to defective eyesight. At this time he had been for several months in command of the Shanghai Legion of Frontiersmen, and when operations began in the siege of Tsingtao he went up to Weihaiwei for the purpose of gaining experience, and though never in the actual line of fire, was able to gain considerable knowledge of active service operations. He accompanied the Shanghai Volunteer Contingent which left for Home on the *Suva Maru*, on October 16th. On arrival in England he was appointed Captain in the 10th Battalion Yorkshire Regiment, a regiment whose composition included many Shanghai men who had travelled with him and Capt. Hilton Johnson on the *Suva Maru*.

We learn, states the *Central China Post*, that two of the China Inland Mission, Messrs. J. A. Andrew and H. G. Bateman, have resigned from the Mission and are already on the way home to join the army. The former is the son of Mr. Geo. Andrew, of Lapchow.

The latest list of the men who have gone to the front from the Malay States contains 847 names. Of these about 60 have lost their lives in action.

MACHINERY MARKET IN CHINA.

METHODS OF SECURING CONTRACTS.

The following particulars regarding methods of securing electrical and other machinery contracts in China have been furnished by Mr. T. M. Ainscough, the Special Commissioner appointed by the Board of Trade to inquire into the conditions and prospects of British trade in China.

There would appear to be two clearly defined systems by which the large contracts in China, both Government and private, for the supply of plant and machinery can be secured. The first system is that of appointing one of the large mercantile houses, having branches at all the important centres as general agents on a fixed agreement for a term of years, and is the system employed by almost all the large German manufacturers of arms and munitions, industrial machinery, and electrical machinery, and supplies. Its principal advantage is that the manufacturer enjoys all the benefits accruing from the connections of an old-established firm already to hand, offices in all the principal Treaty Ports, and valuable Chinese connections, in return for a fixed percentage of rebate on his prices to cover agency commission and expenses. In addition it would be advisable to send, say, four or five qualified engineers trained in the home works, preferably with some knowledge of Chinese, who would be attached to the principal centres in China, use the offices and staff of the agents, and visit all provincial capitals, arsenals, mints, and other places where the demand for machinery warrants their attention. Unfortunately, at present there are few British mercantile firms possessing a widespread organization embracing branches in all the principal Treaty Ports.

The other system is to conduct the business direct with the Chinese, and open offices at four or five of the main centres, with qualified engineers attached, who are competent not only to draw up specifications and quotations on the spot, but to carry on with the help of a good Chinese staff lengthy negotiations with Chinese officials and native purchasers. It is a well-known fact in China that there is very little money to be made in laying down large electrical installations in that country. Most of the profit is derived from the supplies and accessories, and consequently German and American firms always endeavour to stipulate in the contract that renewals and supplies shall be purchased through the firm supplying the original installation.

United Kingdom makers, have, as a rule, employed agents in one or two of the ports, but have not carried on a campaign all over China as large German firms have done. The German firms have always worked with an eye to the future, and in cases where a plant was invaluable as an advertisement to Chinese and others, they were prepared to quote at a loss to secure the contract. —*Eastern Engineering.*

FIRE ON THE S.S. "LOONGWU."

An outbreak of fire caused very considerable damage to the cargo of the *Loongwu*, at Shanghai, on December 28th. The vessel, which belongs to the Indo-China Steam Navigation Co., Ltd., was just upon the point of starting, when the fire was discovered. It had been due to leave earlier but, fortunately, had been delayed by the police effecting an arrest in connection with an allegation of opium smuggling. Otherwise the consequences might have been more serious as there were many passengers on board. It is thought that the cause of the fire was spontaneous combustion. It broke out among some bales of dried orange peel, oranges for preserving, paper and two or three bales of piece goods.

SECOND TO KRUPP'S.
GREAT SCOTTISH FACTORY
MAKING 77 KINDS OF SHELLS.

In whatever else other nations may rival or surpass us, none can touch us in ship-building and marine engineering, says a writer in the *Star*. The present survey of munition work lies quite apart from this field of activity, and nothing will be said about it. But though it is relegated to a background of silence, it must not be forgotten in forming any estimate of our industrial contribution to the war. The existence of the marine element in the background greatly enhances the significance of the other work that is being carried on in these districts, which are pre-eminently famous for the production of ships and are excessively busy with them now.

The great armament works in these districts are doing, broadly, the same sort of work in the same sort of way as those at Sheffield, though each is different and has its own distinctive work. Like the others, they have been working at extreme pressure since the beginning of the war, and have enlarged their plant, increased their staff, and extended their operations. One of them is larger than any of the individual Sheffield works, and is, indeed, the largest single establishment that we possess in this country.

In size it is second only to Krupp's at Essen, and not a bad second. The firm is at present directly employing about 60,000 persons, and the great bulk of them, including 6,000 women, are in these huge works. They are engaged mainly in making guns and shells of all patterns and sizes. Some idea of the varied requirement of modern warfare may be gained from the fact that this firm is at present turning out 77 different varieties of shells. So the manager of the shell department, who is a great expert, informed me.

Nothing, by the way, is more noticeable in going through these war factories, than the enthusiasm and devotion of the workshop managers. They are wrapped up in their work and intensely keen about the results. They all firmly believe that they are doing better than anyone else and it would break their hearts to be beaten in the race. All managers and foremen in these war workshops prefer women to men, not because they are "cheaper," for they are not, in the sense usually meant, and it would make no difference to the manager if they were—but because they do their best to help and put no artificial obstacles in the way of the highest results.

The most noticeable feature of the armament works by which I mean the great establishments normally engaged in producing weapons—in both the districts with which I am now dealing, is the employment of women. In one they have been employed to some extent for years, but the number has now been greatly increased; as I mentioned above, there are some 6,000 of them. In the other they are a new departure, like the military ammunition on which they are engaged, and though the number is small the case is very interesting.

THOUSANDS OF SHELLS A WEEK.
They have a factory to themselves, not a new building, but a converted one, and by no means conspicuous for convenience; but the amount of work they do is astonishing. Here are 320 girls, with only eight skilled men to look after them, and they work in two shifts. They are making high explosive shells and they turn out many thousands a week. This is no flash-in-the-pan outburst of energy. On the contrary they have gradually worked up to it since March, when they started. Of course, they vary in experience, but the acceleration of particular operations up to three and four times the rate at first attained is common. The manager, who is justly proud of his khaki feminine troops, and knows exactly what every girl is doing, showed me one who had increased from 30 to 130, another from 40 to 150, and so on.

The automatic increase of output thus achieved by practice alone has an important bearing on the product of newly-organized resources, if it is allowed to operate freely, as it is with women. I saw a girl doing a particular operation on a lathe which had been previously worked by a skilled man; she was turning 150 per shift, against his 30. The champion of the factory is a girl who is machining the copper bands on shells, her "record" is 1,014 in a 10-hour shift, or, say, 101 per hour. And each shift has to be lifted into position and lifted out again. The weight raised in an hour can be easily calculated. These are Scottish girls.

THEY EARN GOOD MONEY.
They earn good money. The minimum is 15s. 9d. a week, but one who cannot earn more is of no use. Most of them earn a great deal more; the average earnings in one shop are 25s. 6d. in another 45s. Some earn up to 24s; the champion mentioned above has earned 25. But it is not the money only. Their hearts are in it.

The West of Scotland area, which closed our tour, formed a fitting climax. The plan of organization is somewhat different from that adopted in other areas. It has been entrusted to the head of one of the leading engineering firms in the district; and this gentleman represents the Ministry of Munitions as organizing engineer. With the support and co-operation of other large firms, he has developed a vast scheme for the production of shell for guns of large calibre. The scheme includes three "national projectile factories," two factories working on ordinary contracts, and nine on "assisted" contracts, which means that the plant is supplied by Government, and that half of any saving on the contract price goes to the Treasury.

Some of these 14 establishments undertake forging, some machinery, and some both. They have been given names that have become famous in the war, such as Albert, Liege, Marne, Anzac, Mons, etc. All this is new work undertaken by commercial firms which have never made munitions before, and is independent of the large armament firm of the district, which is building two "national projectile factories" in addition to its

JAPAN'S WAR AID.

Baron Ishii, the Japanese Foreign Minister, conversing with a special correspondent of the *Petit Parisien* at Tokyo, asserted that Japan has furnished large quantities of arms and munitions to Russia. Two Japanese arsenals, he said, are working continuously, turning out immense quantities of war stores. "Russia," said the Minister, "has no need of men, for only one-third of the men mobilised have been armed. By the end of the month Japan will have largely contributed to arm completely the remaining two-thirds." Up to the present Japan has not considered the advisability of sending an army to Europe, but should the necessity arise she would immediately despatch a very strong expeditionary army in order not to run any risk of a reverse.

A Copenhagen correspondent states that a message from Berlin to the *Berlingske Tidende* says that great consignments of heavy Japanese guns are arriving daily at Odessa. Berlin concludes therefrom that the Russians are co-operating in the Balkans, and will soon be ready to start.

HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.
JOINED.

1.—Sapper W. H. Noble joined the Corps on January 1st, 1916, allotted Corps No. 1066 and posted to Engineer Company.

FIELD OPERATIONS.
2.—Field operations will be carried out by the undermentioned units on the dates named:—January 16th, Scouts Company. January 23rd, Artillery Battery and Civil Service Company.

MUSKETRY.
3.—Members of No. 1 Section, Artillery Battery, who did not fire Trained Men's Course, Part II. (Standard Test), on December 18th, 1915, must do so on Saturday 8th inst., at 2.30 p.m. Only men who have fired Part I. this season may fire Part II.

PARADES.
4.—Parades for to-day.
7.00 a.m. and 5.30 p.m.—Members of Signalling Section and other Signallers, as detailed in Signalling Section order dated 8th December, 1915—Morse flag and Morse lamp practice at Headquarters.

5.15 p.m.—Recruits of all units—Squad drill and Rifle exercises at Headquarters, under Sergt. Major Highy. Remainder, nil.

DETAILS.
5.—Gun Club Hill, Kowloon.
On duty until morning of 8th inst.: H.K.V.R.
P. of W. Camp, Kowloon.
On duty until morning of 8th inst.: H.K.V.R.

G. E. SEWART, Capt.,
Adjutant, H.K.V.R.

HONGKONG POLICE RESERVE

STRENGTH.
The Corps now numbers 478 of all ranks, made up as follows:—Staff, 12; No. 1 Company, 129; No. 2 Company, 146; Nos. 3 and 4 Companies, 191.

MUSKETRY.
Saturday, January 8th.—Volley Firing for men of Nos. 2, 3 and 4 Companies who have passed Part I. Nos. 3 and 4 Companies will leave Blake Pier at 1.30 p.m. and No. 2 at 3 p.m.
Sunday, January 9th.—Part II, for all Inspectors and Sergeants, leave Blake Pier at 9 a.m.
Sunday, January 16th.—Nos. 3 and 4 Platoons of No. 2 Company are warned that this date is provisionally allotted to them for Part II.

PARADES, 5.30 P.M.
Uniforms, caps with covers, rifles and ammunition.
Monday, January 10th.—No. 2 Company.
Tuesday, January 11th.—Recruits of all Companies.
Wednesday, January 12th.—No. 1 Company.
Thursday, January 13th.—No. 3 Company.
Friday, January 14th.—No. 4 Company and all Recruits.

ANNUAL DINNER.
Company Inspectors are warned to send to this office on or before January 15th, and not January 8th, the probable number of men who will attend from each Platoon.

REVERSIONS, PROMOTIONS, ETC.
It is with regret that the reversion is permitted of Inspector Mow Fung to the rank of P.-C.
The Hon. C.S.P. has sanctioned the promotion of Crown Sergeant Wei Wing Sam to the rank of Inspector, and his appointment to take command of No. 3 Company.

F. C. JAMES,
D. S. F. (Reserve).

other work. There is one more item and the boldest conception of all. It is a factory on a larger scale than any yet projected. It covers 200 acres.

SPECIAL RAILWAY LINE.
A special railway track is being laid from the main line, and the factory will have a station of its own for conveying the employees, who will be principally girls, to and from. Material will be brought by rail right into the centre of the area, and distributed by trolley lines of which there will be 11 miles. The building will be warmed by 33 miles of heating-pipes, and a mile and a half of drainage has already been laid down. The erection of this vast and entirely new establishment was only begun six weeks ago, but so rapid has been the progress that it will be ready for occupation next month. The secret of this lightning speed is perhaps the best thing of all. The contractor, who is at the head of his business in Scotland, is doing the work for nothing; and the men, inspired by his lead, are playing an equally patriotic part. They are putting their backs into the job, and, as he puts it, are working at a piece-rate pace on time-wages.

HOUSES TO LET

TO LET.

TWO HOUSES in "STONEHENGE," No. 5, Robinson Road. Newly done-up and remodelled.
Each House contains downstairs Two Good Rooms and upstairs Three Bedrooms, each with Bathroom.
Outhouses and Grass Tennis Court.
Shortly available for occupation.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 22nd December, 1915. [11]

TO LET.

OFFICES in Queen's Building.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 8th December, 1915. [105]

TO LET.

NOS. 11 and 13, GAGE STREET, from 1st January, 1916.
Apply to—
J. VINCENT BRAGA,
Toto Klean Katsia.
Hongkong, 16th November, 1915. [100]

TO LET.

NOS. 9 and 10, MOUNTAIN VIEW, FRANK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 12th November, 1915. [97]

TO LET.

"THE KENNELS," 188, Magazine Gap. Thoroughly renovated and repaired.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 10th November, 1915. [95]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.
Apply—
DEACON, LOCKER, DEACON & HARTSON,
Hongkong, 18th October, 1915. [90]

TO LET.

"GLENSHIEL," No. 141, Plantation Road, Peak, from 1st November, 1915.
Apply—
Linstead & Davis.
Hongkong, 18th October, 1915. [88]

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 24th October, 1915. [37]

TO LET.

OFFICES in St. George's Building, Second Floor, overlooking Harbour, immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1915. [33]

TO LET.

OFFICES at 2, Connaught Road.
OFFICES in King's Buildings.
OFFICES in Des Voeux Road Central.
HOUSES in CLIFTON GARDENS, Conduit Road.
NEW HOUSES in Broadwood Terrace.
HOUSES at the Peak.
No. 1, MORETON TERRACE, Causeway Bay.
GODOWNS, at Wanchoi.
Nos. 1, 2 and 3, WEST END TERRACE, CANTON.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 4th November, 1915. [32]

TO LET.

TWO ROOMED-FLATS in Nathan Road, Kowloon.
THREE ROOMED-FLATS in Humphrey's Buildings, Kowloon.
FOUR ROOMED-FLATS in May Road, with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few flats specially designed to accommodate three brothers at reasonable rentals. Immediate possession.
FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.,
Alexandra Buildings,
Hongkong, 28th December, 1915. [59]

G. E. B.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th Dec., 1915. [77]

FRENCH LESSONS

G. MOUSSON.

15, MORRISON HILL ROAD.

[113]

THE NEED FOR MOSQUITO-NETS.

AN APPEAL TO HONGKONG.

The ladies of the bandage-making and sewing class in Hongkong have now commenced to make mosquito-nets for the men serving in mosquito-infested areas. The need is very urgent, and an appeal is made to the ladies of the Colony to help in the work, and for the fun is necessary to buy the netting.

The sewing class is action upon the suggestion made in a letter from Sergeant Major T. H. G. Brayfield, of Hongkong, who spoke of his personal experience and considered that nothing could be sent to the troops of the Mediterranean Expeditionary Force which would be more appreciated than mosquito-nets. The scourge of flies, he said, rendered sleep impossible in the day time which, as most of the fighting was done at night, was the only time the men had for sleeping. He himself had purchased a piece of netting 2 ft. 6 ins. by 6 ft. in Alexandria and had found it such a boon that he strongly urged the war-workers in Hongkong to forward additional supplies.

A large proportion of the troops have, of course, been withdrawn from Gallipoli since this letter was written, but in other areas where British soldiers are engaged—in Africa, Mesopotamia and in Egypt—the need for mosquito netting is as great as it was in Gallipoli.

The bandage-making and sewing class have undertaken to forward at least 500 nets this month, and it is hoped they will be heartily supported in this work.

CULTY DAIRY CO.

ANNUAL GENERAL MEETING.

Last year was an unfortunate one for the Culty Dairy Co., Ltd., and instead of declaring a dividend of twelve per cent., as was done the previous year, they find themselves starting the new year with a debit balance of Tls. 10,347.19. The cause of this unfortunate state of affairs is the loss of 101 animals, which were suffering from rinderpest, the net loss in this connection amounting to Tls. 20,177.23.

The company's working account shows a profit of Tls. 19,000.47, but the loss of such a large part of the herd more than offsets this profit. The rinderpest epidemic is now well under control, however, and the outlook for the coming year is satisfactory.

At the third annual general meeting of the shareholders held at Shanghai on December 30th, the Chairman, Mr. Philip Peckles, referred to the death on active service of Mr. H. S. Oppé, one of the original directors of the company. He was one of the first to volunteer for service, said Mr. Peckles, and his death, splendid as it was, causes a blank in Shanghai which it will be very difficult to fill, and which has brought to his friends a sorrow very real and very deep.

The directors' report and accounts were adopted and Messrs. Lowe, Bingham and Matthews were re-appointed auditors for the ensuing year at an annual fee of Tls. 200.

AMAH'S ASSOCIATION ROBBED.

INTERESTING CASE AT THE MAGISTRACY.

At the Magistracy yesterday, before Mr. F. A. Hazeland, a Chinese houseboy and a cook were charged with the larceny of money and jewellery to the value of over \$200 belonging to the Honorary Secretary of the Kowloon Amahs' Association.

It appeared that one of the amahs employed by Mrs. Fasse (wife of the Superintendent Engineer of the Java-China-Japan Line) holds the responsible position of Hon. Secretary of the Kowloon Amahs' Association, and as such held certain property belonging to that body. On the 18th December Mr. Fasse's No. 1 houseboy asked for a month's leave. He engaged a substitute (the first defendant in the case). When the No. 1 houseboy returned from holiday it is alleged that the substitute made certain overtures to him, which were not entertained. The substitute then approached the cook, and found in him a partner in his enterprise. The former returned and, with the assistance of the cook, stole, during the amah's absence, the money and jewellery in her care. Sergeant Thomson conducted enquiries into the theft, and discovered \$85 in money, a pair of gold bangles, and three gold finger-rings in a flower pot on the verandah of Mr. Fasse's house, No. 4, Durbar Villas, Kowloon.

The second defendant accused the first defendant of the larceny, but the latter gave a complete denial of the charge. The Magistrate was not satisfied with the statements of the various witnesses, and discharged the defendants.

UNIVERSITY OF HONGKONG.

MATRICULATION EXAMINATION RESULTS.

The list of successful candidates in the December Examinations of the University of Hongkong is as follows:—

[SATISFIED THE EXAMINERS.]

- | | | |
|-----|---------------------|-------------------------------|
| No. | Name | School |
| 1. | Sho Shiu Tsai | Queen's College. |
| 2. | Kung Shih'en | Chih-li Government Student. |
| 3. | Kwong Hing Fook | St. Stephen's College. |
| 4. | Liu Hung Ngan | Hupoh Government Student. |
| 5. | Chang I Chang | Yunnan Government Student. |
| 6. | Hu Chun Ho | Hupoh Government Student. |
| 7. | Lu Wan Tsun | Yunnan Government Student. |
| 8. | A. J. Kew | Diocesan Boys' School. |
| 9. | Hu Kwok Leung | Queen's College. |
| 10. | Sheik Hassan Ismail | Queen's College. |
| 11. | A. D. Silas | Queen's College. |
| 12. | F. J. Ede | Dulwich School, London. |
| 13. | Cheah Toon Siew | Penang. |
| 14. | Hoo Chai Khon | Singapore. |
| 15. | Ang Siow Hiat | Penang. |
| 16. | Chien Hing Van | Ningpo. |
| 17. | Wong Yik Cho | Queen's College. |
| 18. | Li Chi Wa | St. Paul's College. |
| 19. | An Shu Tak | Sacred Heart College, Canton. |
| 20. | Tang Wai Chun | St. Paul's College. |
| 21. | Ho Chee Kin | private study. |
| 22. | Lai Nang Yong | private study. |

[MATRICULATION AND CANTON GOVERNMENT SCHOLARSHIPS.]

- | | | |
|-----|----------------|------------------------|
| No. | Name | School |
| 1. | Lien Tsun | |
| 2. | Leung Nai Yuan | St. Stephen's College. |
| 3. | Leung Chi Ling | |
| 4. | Cheung Him | |
| 5. | Li Sung | |
| 6. | Man Shu Sing | |
| 7. | Fok Han Fui | |

A further list of Canton Government Scholarships will be issued later.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

MIRANDA CUPS.

The following are the handicaps for the Cruiser Race for the Cups presented by Capt. G. K. Hall Brutton to be sailed off on Sunday, 9th instant:—

- | | |
|--------------|--------------------|
| CHINESE RIG. | |
| Miranda | Scratch. |
| Sootyden | 10 secs. |
| Oenone | 20 secs. |
| Dorothy II. | 30 secs. |
| Flora | 180 secs. |
| ENGLISH RIG. | |
| Vesper | Scratch. |
| Feathers | Scratch. |
| Queen Bee | 35 secs. per mile. |

Course:—Adamaster Rock (Port); distance, 23 miles; preparatory gun, 6.55 a.m.; starting gun, 10 a.m. The course for the Handicap Class, One Design Class, Heywood Hays and Gaei Class on Saturday, 8th inst., is No. 4.

ARMY'S WINTER KIT.

MUFFLERS, MITTENS AND HOSPITAL SUPPLIES WELCOMED.

The coming of winter has found the War Office Department, whose duty it is to clothe the Army fully prepared with supplies of warm clothing for the protection of the troops against the rigours of winter warfare—says *The Times*. The following is a list of the apparel provided by the military authorities for each soldier at the front:—

- Winter service cap.
- Waterproof cover for cap.
- Cap comforter.
- Body belt.
- Woollen vest and drawers.
- Shirt.
- Cardigan waistcoat.
- Tunic and trousers.
- Fur or leather (hannel lined) jacket.
- Great-coat.
- Waterproof cape.
- Fingerless snow gloves.
- Woollen gloves.
- Socks, puttees, and boots.

In addition, gum boots reaching to the top of the thigh are provided for men actually in the trenches. The special needs of the killed regiments have not been overlooked, and auxiliary warm clothing is provided for them.

The authorized scale of equipment, we are informed, allows two shirts and four pairs of socks for each man. From time to time there are complaints that men in this or that battalion are in want of socks and shirts; and appeals for these articles or money for purchasing them are advertised. It is stated on good authority that there is no real necessity for such appeals, as ample Government supplies are available to meet all demands made through the proper channels.

Mittens and mittens, however, are not a "Government supply," and the making, purchase, and collection of them is a field in which the generosity and industry of the public will be warmly welcomed.

Hospital supplies, also, are most acceptable, such as bed-jackets, nightingales, surgical night shirts, plain night shirts, knitted eye bandages, roller bandages, many-tailed bandages, etc. Patterns of these can be obtained at the City Hall, Hongkong, on Mondays, Tuesdays and Thursdays in the morning.

It was announced in London at the end of November that an advance of 10s. per ton has been made in the Weight and Measurement Minimum Tariff outward rates to all ports in the Straits, China, and Japan. This applies to all Conference steamers, and shippers should bear this in mind when making future arrangements.

THE MURDER OF ADMIRAL TSENG.

ANOTHER CHINESE CHARGED WITH COMPLICITY.

At the Mixed Court, Shanghai, before Mr. Grant Jones, British Assessor, and Magistrate Yu, Hsu Chen-ho was charged that between September 10th and December 25th of this year he conspired with Wong Siau-fong and Wong Ling-an, and with other persons, not in custody, to murder Chow Ching-ying and Admiral Tseng Ju-cheng.

Mr. G. D. Musso prosecuted on behalf of the Chinese Authorities. Mr. Fessenenden defended and Mr. K. E. Newman watched the case on behalf of the police. Mr. Musso said that the two Wongs mentioned in the charge, who had been taken over by the Chinese authorities and duly tried and sentenced to death, had made certain statements implicating the defendant.

Evidence was given by an attendant of the Arsenal to the effect that he executed the two men named Wong in accordance with the sentence. Before that was carried out they were taken to the Court and their statements made at the trial read over to them. They said that the statements were true.

Wong Ling-an, in the course of his statement, said he had discussed with others about the matter of the assassination of Admiral Tseng, the Taoyin Yang and Chow Ching-ying, while the other said that the assassination was instigated by the defendant.

In reply to questions by Mr. Grant Jones, the defendant denied that he knew either of the two Wongs. He would not do such a disgraceful thing as plot to murder Admiral Tseng.

MR. FESSENDEN'S ADDRESS. Addressing the Court, Mr. Fessenden said it was difficult for counsel sometimes in a Mixed Court to know just what rules of law were followed in a case of this kind. He submitted to the Court, however, that, if it followed the rules, both of the English and American Courts, the testimony adduced could not be used to convict the defendant, even if the two Wongs were living. Even if they came to the Court and swore to their statements in the box, it would not have been sufficient to convict the defendant, on the ground that the two men themselves were accomplices. Not only was the evidence produced by Mr. Musso inadmissible, but even if it were not, it was too scanty and of too questionable a character to convict the prisoner. The testimony which the two executed men had given in the Mixed Court, was entirely contradicted by the statements produced that afternoon, and he submitted that they were likely to tell the truth in that Court rather than in the Arsenal for reasons which it was not necessary to go into in detail.

MR. MUSSO'S CONTENTION.

Mr. Musso said that the point raised by his learned friend with regard to the admissibility of the evidence was the only serious one raised by the defendant in the case. If they had been in a foreign Court instead of a Chinese, then things might possibly have been different, but however good that law was, it could not be applied in a Chinese Court. The reason for that was obvious. It was because the Chinese judicial system had not reached that level which would justify the rigid application of these rules in their Courts. If in that Court the evidence of accomplices were not admissible then ninety-nine per cent. of the convictions which had been passed would have to be quashed. He submitted that the accused had not rebutted in any shape or form the case set up for the prosecution.

THE ASSASSIN'S JUDGMENT.

The Assessor said that the prisoner was not a resident in the settlement but was a resident of the French Concession. He had been handed to them for trial on this charge by the French Authorities and therefore the only charge they could consider was the one they had before them. The only question was, was he guilty or not? There was no question of extradition, of a *prima facie* case, or anything like that. No competent Court in the world could convict on the evidence which had been brought before them that day. If the witnesses had been present in person and could have been cross-examined by the prisoner's counsel, then there was no reason, so far as he knew in law why he should not have been convicted upon the evidence, accomplices as they were. The two Wongs were dead; they were not before the Court and the only statements they made, or were alleged to have made before an other tribunal. They would not be doing their duty, they would be creating a sense of distrust if they convicted the prisoner. He ordered that the prisoner should be handed back to the French Authorities, the present charge being dismissed.

INCITING TO REBELLION.

TWO CHINESE CHARGED AT SHANGHAI.

Two Chinese charged with conspiring to stir up a rebellion in the country of China appeared at the Mixed Court, Shanghai, before Mr. Grant Jones, British Assessor, and Magistrate Yu on December 31st. They were Ling Zung-zee and Ching 31st. They were Ling Zung-zee and Ching 31st. They were Ling Zung-zee and Ching 31st. They were Ling Zung-zee and Ching 31st.

Mr. K. E. Newman appeared for the prosecution, and Mr. G. D. Musso for the Chinese Government.

The case for the prosecution was that the two men occupied a room at the Hung Foh Hotel, 255, Kiango Road and on November 22nd had a fight in their room in which Ching was badly injured and the other defendant was caught by a Chinese constable trying to make off with a revolver wrapped in a handkerchief in his hand. Det. Sergeant Prosser searched the apartment and found in the baggage a card bearing the portrait of Dr. Sun Yat-sen, a certificate of appointment, several cards bearing names, and a letter relating to the funds of the rebel party. Ching had to be sent to hospital for his injuries to be attended to.

The Court ordered the men to be handed over to the Chinese authorities.

TRADE OPENINGS IN CHINA.

MINING FOR GOLD.

Gold is found in many parts of the province of Szechuan, China, but not always in paying quantities. According to a recent report from Chungking, the most important mine in Szechuan that has thus far been opened is located at a very mountainous place called Maha, which lies in the south-western corner of this province about fifty miles north-west of Yungyuan. The Government is very anxious to develop the Maha mine to the fullest possible extent, and is now undertaking a thorough reorganization. Two Chinese engineers, who studied mining engineering in Bagdad, are employing a corps of trained assistants and about 1,200 miners in the mining work at Maha. Both the Government at Peking and the provincial authorities are giving them every encouragement, and there is reason to believe that this project will finally succeed. New mining machinery is needed to carry on this work to the best advantage. This opportunity is exceptional, inasmuch as the installation of a plant at Maha would doubtless result in further developments, since not only gold is found in the western part of this province, but antimony, iron, lead, silver, and copper also occur in considerable quantities, and will be mined eventually by up-to-date methods.

According to a recent official report, the district of Tzeliuching, which lies in the south-central part of Szechuan, some fifty miles north of Suifu, is the most important industrial centre in West China. This is true not only as regards its present state of development, but also as regards its possibilities and possibilities. Tzeliuching at no distant date will place larger orders for foreign machinery than any other city in this part of China. Machines for drilling new wells, for pumping up the brine, and for evaporating the salt are of first importance. Simple hoisting engines to supplant the water-buffaloes should enjoy a large sale. Gas-stoves and burners and engines using gas for fuel could also be introduced. As the salt-wells are operated night and day, there is an excellent opportunity for the sale of electric lighting plants. Telephone apparatus is also in demand, and mine pumps and machinery are needed in the coal-fields.

Writing on the resources of the Kailashien district, the American Consul at Chungking, Szechuan province, says that while there is not much chance of introducing textile machinery at the present time, if factories are started and the industry develops to any extent, there ought to be a market for cheap looms of simple construction. Mining machinery might even now be sold to advantage.

He also points out that, as the district about Chengtu develops, there will be an increasing demand for foreign machinery. Mining machinery is needed in the development of the region west of Kwanhsien, where lead, coal, silver, and copper deposits are said to be extensive. There is also a demand for machinery for the scientific of salt and sugar, and for the manufacture of paper, shoes, soap, candles, and many other articles. Modern sawmill machinery will eventually be introduced. Machinery for silk and cotton weaving could be used to advantage; much of the Tibetan wool that comes from Tachienli to Chengtu could be made into fabrics at the latter city, where labour is cheap and water-power available. — *Journal of the Royal Society of Arts.*

GERMAN TRADE DODGES IN THE EAST.

GOODS AGAIN COMING THROUGH NEUTRAL COUNTRIES.

German goods, which ceased to come soon after the outbreak of the war, are coming again through neutral countries in some cases through England, says the *Far Eastern Review*.

In America and Japan chemical manufactures have advanced solely owing to the growing scarcity of the goods and in some cases have attained a prohibitive point. This state of affairs in these countries has been taken advantage of by German firms to recover the lost trade to some extent, if not wholly. For one thing, it is reported from America, German experts with their plants are coming over to America in growing numbers to turn over those chemical goods they used to supply, but ceased to do on account of the war.

In the meanwhile German commercial machinations have continued to be active to revive the trade brought to extinction. In this instance the cat's-paw is Holland, though the latter is quite unconscious of the fact. They send their goods by parcel post to either England or America through Holland under Dutch trade names and thence the goods come even to Japan.

Among the goods arriving from America recently are many without any trade marks, but known to trained eyes to be German-made. The holder of the German firms are even approaching German merchants still resident in this country or Japanese firms which had anything to do with them formerly, with a proposal to resume trade dealings either through America or through their newly established branches in America.

Some days ago, for instance, a certain German firm in Kobe announced that it had received a fresh shipment of perfumes from Germany and was ready to deal in the goods. The shipment in question was evidently sent first to Holland by parcel post, and thence to England. From England it was reshipped to America and thence came to this country.

This is not the only instance of the revived trade activities of the Germans, but there are many besides. However, for the present the goods sent are limited to lighter goods, such as perfumes, drugs, and other chemical manufactures, probably because of the limitations put on the size and weight of the parcels by postal regulations.

LANE, CRAWFORD & Co.

SOLE AGENTS FOR

SPALDING'S ATHLETIC GOODS.

EVERY REQUIREMENT FOR GOLF.

SPALDING'S "GOLD MEDAL" CLUBS.

DRIVERS AND BRASSIES

PRICE \$5.50 EACH.

IRONS

PRICE \$4.75 EACH.

R. FORGAN'S CELEBRATED CLUBS.

MADE AT ST. ANDREW'S.

DRIVERS AND BRASSIES

PRICE \$4.50 EACH.

IRONS

PRICE \$4.00 EACH.

TAYLOR'S AUTOGRAPH CLUBS.

ALL MODELS.

PRICE \$3.50 EACH.

LADIES' AND LEFT-HANDED CLUBS,

STOCKED IN ALL MODELS.

GOLF SCORERS, CADDY BAGS, CLOCK GOLF.

GOLF PAINT, TEES, CAPTIVE GOLF, ETC.

JUST ARRIVED: NEW CONSIGNMENT OF SPALDING'S G. M. TENNIS RACKETS.

LANE, CRAWFORD & Co.

ONE TRIAL

makes you a customer.

ROSITA.

MILD COOL FRAGRANT SUMATRA TOBACCO.

Rosita is one of the Best Cigars of the East. Made of the finest selected Sumatra Tobacco by experienced workmen.

TINNED BOXES OF 50 CIGARS \$4.25

Obtainable at: Hongkong Cigar Store, Watson's, Grace Egyptian, Shoriff Bros, Colonial Dispensary.

SOLE IMPORTER:

PHONE: 1687, WILLEM HEYBLOM, POWELL'S BUILDINGS, Hongkong, 5th January, 1916.

NOTICE OF REMOVAL.

WE have REMOVED our Office to No. 1A, CHATER ROAD (premises formerly occupied by Carlowitz & Co.) J. M. ALVES & Co. Hongkong, 31st December, 1915. [129]

NOTICE.

NOTICE IS HEREBY GIVEN that there are TWO VACANCIES in the Canton Pilotage Service, which will be filled by competitive Examination in accordance with the General Regulations of the Chinese Pilotage Service.

The examination will be held at the Harbour Master's Office, Chinese Maritime Customs, on or about the 15th January, 1916. Applicants who have duly served an apprenticeship of three months, and who are desirous of sitting for examination, should forward their names and addresses to the Harbour Master's Office not later than January 10th, 1916. A definite date on which they may sit for examination will then be given them.

ARNOLD HOTBORN, Acting Harbour Master, Harbour Master's Office, Chinese Maritime Customs, Canton, 30th December, 1915. [141]

FOR SALE.

ONE 104 H.P. HORNSBY ACKROYD OIL ENGINE complete with and coupled direct to one 6 K.W. Continuous Current Shunt Wound Dynamo of 50/70 volts with shunt regulator. ALSO ONE SWITCHBOARD for ACCUMULATORS, DYNAMO, &c., complete with instruments for 100 Amps. For further particulars apply to—

LINSTEAD & DAVIS, Alexander Buildings, Hongkong, 16th September, 1915. [84]

ASAHI BEER

DAI NIPPON BREWERY



CO. TOKIO JAPAN

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA.

HONGKONG.

NEW ADVERTISEMENTS

WANTED.

EXPERT Male STENOGRAPHER and OFFICE ASSISTANT.
Apply, with references, to—
"SHIPPING."
Care of "Daily Press" Office.
Hongkong, 6th January, 1916. [150]

SOCIETE DES PULPES ET PAPIERIES DU TONKIN.
(Tonkin Pulp and Paper Company).
CAPITAL: \$700,000.
Head Office: 21, rue Jules Ferry, Haiphong.
FIRST NOTICE.

THE BOARD OF DIRECTORS hereby notify that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at their Head Office, 21, rue Jules Ferry, Haiphong, on SATURDAY, 5th of February, at 4 p.m., when the following Resolutions will be submitted:

1. Winding up of the Company.
2. Nomination of Liquidators, with special powers for disposing of the assets, in movable and immovable property, to any New Concern at such terms and conditions which will be deemed advisable by the Meeting.

For the Board of Directors,
M. DANDOLO.
Haiphong, 29th December, 1915. [152]



NOTICE.

ATTENTION is drawn to the fact that, under the ARMY ACT, a Soldier cannot be placed under stoppages of pay for a Private Debt. Tradersmen and others who suffer Soldiers to Contract Debts do so at their own risk.
J. CASSELL, Captain, D.A.A. and Q.M.G., China Command.
Hongkong, 5th January, 1916. [161]



NOTICE.

PERMISSION has been granted to the SHROPSHIRE LIGHT INFANTRY to use the WONG-NEI-CHONG RECREATION Grounds for Training purposes on TUESDAY, the 4th, and THURSDAY, the 6th, January, 1916, between the hours of 6.15 and 9 P.M.
Hongkong, 4th January, 1916. [146]

NOTICE.

NOTICE IS HEREBY GIVEN that I, the Undersigned, have entirely severed any connection with Messrs. VIEIRA & Co. of Nos. 50 and 52, Queen's Road Central, as from the 31st December, 1915.
JOSE MARIA VIEIRA.
Hongkong, 1st January, 1916. [129]

NOTICE.

WE HEREBY GIVE NOTICE that we have taken Mr. EDGAR DAVIDSON into Partnership as from the 1st day of January, 1916. The Business will be carried on for the future under the same firm name as heretofore.

HASTINGS & HASTINGS,
Solicitors and Notaries,
8, Des Vaux Road Central.
Hongkong, 1st January, 1916. [127]

NOTICE.

THE BUSINESSES OF ARCHITECTS AND CIVIL ENGINEERS carried on by COLBOURNE LITTLE in Hongkong and by F. R. J. ADAMS and MARSHALL WOOD, (under the style of THOMAS, ADAMS & WOOD) in Canton have amalgamated as from this date and will henceforth be conducted by the undersigned.
The new firm's name will be LITTLE, ADAMS & WOOD, and the Business of the firm will be carried on at their offices in Hongkong and Canton as heretofore.
COLBOURNE LITTLE, F.R.I.B.A., F. R. J. ADAMS, A.M.I.E., MARSHALL WOOD, A.R.I.B.A.
Hongkong, 1st January, 1916. [128]

NOTICE.

THE 6. INTERNAL LOAN OF THE 3RD YEAR OF THE CHINESE REPUBLIC (1914).

THE PUBLIC ARE HEREBY NOTIFIED that the third payment of interest of the 6% Internal Loan of the 3rd Year of the Chinese Republic (1914) will fall due on the 31st of December of this year. With the exception of the detailed regulations governing the payment of interest of the said loan, which have been published in the Government Gazette and which have been printed for the information of the Public by all the establishments authorised for the payment of interest, the following important points are hereby published for general information:

1. The date when the payment of interest begins: 31st December, 1915.
2. The organs authorised for the payment of interest:
 - a. All Magistrates' Yamen.
 - b. The Head and Branch Offices of the BANK OF CHINA and of the BANK OF COMMUNICATIONS.
 - c. The reliable agents of the above-mentioned two banks.
 - d. All Maritime Customs Offices.
3. The methods for the claiming of interest:

The Public when claiming for the interest must cut out the matured coupons and proceed to any of the above-mentioned organs with the said coupons. The said organs after examining the said coupons will then pay the interest and retain the coupons so paid. But the holders of \$1,000 Bonds and of \$10,000 Bonds must not cut out the coupons themselves, as the said Bonds have to be examined first by the organs concerned.

The matured coupons can be used as cash in payment of land tax. The interest of the coupons is expressed in term of "big dollar," and if it is required to be converted into taels or copper cash, then the rate of exchange for different districts will be decided and posted in conspicuous places by the various Financial Bureaux concerned.

The Public are requested to read over the detailed regulations governing the payment of interest, which are obtainable at all authorised organs above mentioned.

Peking, 24th December, 1915. [142]

INTIMATIONS

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.
6% FIRST MORTGAGE DEBENTURES. (KAILAN BONDS.)

PAYMENT of the HALF-YEARLY INTEREST due on 1st January, 1916 will be made on presentation of Coupon No. 7 at any of the undermentioned Banks, viz.:

HONGKONG & SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.
RUSSO-ASIATIC BANK.
BANQUE D'INDO-CHINE.
YOKOHAMA SPECIE BANK, LTD.
BANQUE BELGE FOUR L'ETRANGER.

The Interest less Income Tax at 3s. and 6d. in the £, will be—
On £20 Bonds, s. d.
Per Coupon (Gross) 12 0
Less Tax at 3/8d. in the £ 2 11/5

Net amount payable 9 10 4/5

On £100 Bonds, s. d.
Per Coupon (Gross) 3 0 0
Less Tax at 3/8d. in the £ 10 6

Net amount payable £2 9 6

On £500 Bonds, s. d.
Per Coupon (Gross) 15 0 0
Less Tax at 3/8d. in the £ 2 12 0

Net amount payable £12 7 6

Payment will be made in Tails at the Demand. Buying rate of exchange of the day the Coupon is presented.
By Order,
THE KAILAN MINING ADMINISTRATION,
W. S. NATHAN,
General Manager.
Hongkong, 1st January, 1916. [130]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.
SIX PER CENT. FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

THIRD DRAWING.

NOTICE IS HEREBY GIVEN that in conformity with the conditions mentioned in the Debentures, the undermentioned numbers of Debentures of the total value of £24,000 were drawn on the Third day of November, 1915, at the Offices of the Company, No. 22, Austin Friars, in the City of London, in the presence of WALTER FITZJAMES TURNER, one of the Directors, ALFRED WILKINSON BERRY, Secretary of the Company, and JOHN WILLIAM PETER JAURALDE, of 7/8 Great Winchester Street, London, E.C., Notary Public.

The said Debentures will be paid off at par on the 31st December, 1916, at either of the following places:—
In London:—At the Transfer Office of the Company, No. 5, London Wall Buildings, E.C.;
In China:—At the General Offices of the Company, Tientsin.

6 BONDS OF £500 EACH, NUMBERED:—
40 55 106 154 157 191

70 BONDS OF £100 EACH, NUMBERED:—
301 318 377 534 637 684
724 772 782 915 1025 1035
1054 1099 1118 1122 1144 1167
1360 1365 1410 1476 1477 1589
1590 1594 1578 1795 1855 1927
1928 1929 1988 2012 2029 2035
2001 2202 2237 2258 2331 2423
2452 2514 2573 2757 2980 3013
2927 2969 3007 3112 3125 3162
3155 3169 3174 3230 3242 3267
3289 3292 3302 3329 3338 3449
3500 3551 3634 3738

700 BONDS OF £20 EACH, NUMBERED:—
3778 3790 3840 4201 4210 4212
4227 4272 4320 4380 4409 4413
4477 4494 4713 4732 4778 4835
4912 4998 4977 4992 5016 5052
5056 5124 5305 5272 5285 5304
5384 5382 5374 5403 5560 5562
5681 5693 5705 5720 5796 5797
5899 5927 5938 5995 6084 6100
6143 6176 6250 6374 6404 6457
6620 6683 6719 6765 6787 6821
6877 7133 7159 7295 7366 7466
7517 7539 7530 7537 7567 7644
7697 7691 7718 7762 7781 7788
7901 7943 8040 8125 8183 8250
8313 8337 8339 8368 8369 8478
8559 8584 8673 8701 8734 8773
8881 8966 8978 8980 8987 9000
9035 9085 9105 9171 9218 9220
9309 9397 9378 9395 9450 9492
9519 9564 9704 9742 9806 9932
9939 10001 10106 10117 10272 10419
10503 10531 10542 10562 10764 10534
10638 10915 10943 10970 11018 11037
11054 11097 11092 11134 11229 11235
11317 11386 11399 11416 11482 11525
11625 11636 11651 11709 11762 11832
11842 11912 11934 11942 12277 12302
12332 12364 12413 12436 12549 12585
12587 12631 12685 12677 12705 12714
12745 12775 12778 12906 12910 12922
12956 12979 12980 12929 13048 13066
13092 13083 13095 13110 13203 13216
13245 13271 13321 13369 13392 13423
13973 13961 13993 14007 14043 14061
14156 14254 14372 14415 14480 14491
14504 14501 14527 14601 14736 14778
14780 14820 14830 14840 14872 14900
14978 15025 15091 15110 15148 15155
15178 15184 15204 15213 15251 15258
15475 15527 15544 15576 15645 15785
15802 15922 16039 16232 16304 16329
16351 16364 16377 16392 16418 16432
16496 16506 16597 16625 16641 16719
16742 16776 16866 16878 16979 17173
17240 17310 17345 17416 17468 17500
17523 17525 17545 17564 17600 17602
17738 17775 17819 17824 17878 17941
18023 18030 18051 18100 18126 18170
18235 18261 18266 18292 18374 18425
18357 18353 18372 18313 18356 18372
18383 18404 18478 19103 19130 19152
19127 19143 19195 19287 19302 19440
19478 19510 19625 19715 19756 19804
19812 19886 19894 19907 19938 20035
20165 20185 20188 20263 20292 20358
20389 20418 20531 20543 20546 20654
20669 20698 20909 20914 20926 21040
21079 21081 21126 21160 21185 21200
21210 21211 21239 21268 21288 21378
21402 21437 21481 21689 21694 22014

INTIMATION

WATSON'S



OLD BROWN BRANDY.



THE PEG O' MY HEART.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.
HONGKONG.

DEATHS.

JONAH.—At his residence, No. 20, North Soochow Road, Shanghai, on December 30th, EPHRAIM JONAH, aged 39.
GOLDMAN.—At the Shanghai-Nanking Railway Hospital, on December 29th, JULIUS GOLDMAN, aged 23.

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 6TH JANUARY 1916

THE RECRUITING RETURNS.

The figures which we publish to-day setting forth the results of Lord DERRY's recruiting scheme cannot produce other than a sense of disappointment in the minds of those who cherished the belief that all but an insignificant minority of our fellow-countrymen in the United Kingdom would respond readily to the appeal made to them. The conditions under which eligible men were invited to attest were such that it is difficult to conceive of any Briton worthy of the name with-holding his signature. The canvass was confined to those between the ages of eighteen and forty, and the recruits were divided into two classes, composed respectively of single men and married men, which were each sub-divided into twenty-three groups according to age, the understanding being that the whole of the first class would be called up before recourse was had to the second. Inasmuch as provision was made for according special treatment to unmarried men who could plead domestic responsibilities, nothing fairer could be imagined. Every man knew that he would not be required to discharge his obligation unless and until the necessity arose. Yet we find that out of a total of five million available men, upwards of two million have declined to place their services at the disposal of the nation. The defaulters consist of 1,029,231 single men and 1,159,947 married men. After deducting from the single men—379,000 who are engaged in indispensable industries and various national services, there remains a balance of 650,000, which, even though subject to shrinkage owing to the inclusion of ineffective and those possessing special claims to exemption, cannot be regarded as "negligible." In view, therefore, of the Premier's pledge to the married men, compulsion is inevitable if the country is to have at its command the force which it requires in order to ensure the successful completion of the war. Turning to the other and more pleasing side of the picture, we find that 2,829,533 men have recognised their duty in this great crisis. It is important to note that no fewer than 1,679,293 of these are married, for it shows what a serious loss would be entailed if the modified form of Conscription which is proposed were not to be introduced. Of those who have attested, 215,000 have expressed their willingness to join the Colours immediately. Of the remainder about 429,000—equal, roughly, to fifteen per cent.—have been rejected, presumably on medical grounds. It is, of course, very improbable that all the men who have volunteered will be needed, but it would be manifestly unjust on this account to allow the shirkers to profit at the expense of their more patriotic fellow-countrymen. Those who have enlisted under the group system will be placed in the Army Reserve without pay, and arrangements will be made to drill them, if they so desire, while they are waiting to be called up. Already Proclamations have been issued calling up the first nine groups. The men who have volunteered to join the Colours forthwith will be allowed to do so, and if it should be found convenient to send them back to their vocations for a time they will receive pay and allowances at the rate of 3s. a day until they are recalled. It will thus be seen that, while providing for the mobilisation of the nation's full military resources, the scheme avoids any unnecessary dislocation of industry, upon the maintenance of which at a high level of activity depends, in large measure, our ability to continue the fight until the enemy is exhausted. As Mr. RUNIMAN pointed out in the House of Commons recently, we can only pay for the munitions produced abroad by safeguarding our exports, and unless these can be maintained the cause of the Allies will suffer as much as if we were to fail to put another million men in the field. Where would the Allies have been without British credit behind them and British industries maintained in a state of efficiency? Not infrequently it has been pointed out that this is a war of machinery even more than of men, and to-day's cables inform us that Mr. Lloyd George has declared that "the task of turning out munitions is more serious than he dare tell. Everything depends upon the workmen of England, who alone can achieve victory for the Empire and Humanity." Such an admission from one who has been represented as a whole-hearted advocate of conscription is a sufficient guarantee that the Government will employ the powers which they seek with moderation and discretion.

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A mail for Europe via Siberia closes to-day, at 3 p.m.

Major Henry Lenox Napier, 11th Sherwood Foresters, who lost his life in the sinking of the hospital ship *Anglia*, served with the 1st Battalion in Hongkong and North China, Singapore, and India.

Messrs. Vernon & Smyth are in receipt of telegraphic advice from their Singapore agents that the Raub crushing for the past four weeks is 1,111 ounces of gold, as compared with 1,170 ounces for the preceding period.

Between forty and fifty persons met on New Year's Eve at a farewell dinner in Shanghai to Mr. J. A. Thomas of the British-American Tobacco Co., who is leaving for home, where he will join the London board of directors.

Brigadier-General C. D. Blane, C.B., who has been given the command of a brigade of Artillery units, served as a gunner officer for 33 years. He took part in the China Expedition of 1900, and was in the march to Peking, being mentioned in despatches.

Corporal G. C. Jorge, of Hongkong, formerly a local Volunteer in the Right Section Machine Gun Co., who left here to join Kitchener's Army with the first contingent by the *Delia* and joined the Middlesex Regt. on his arrival in England, writes to a relative in Hongkong that he has left "or Serbia."

The Straits Settlements Government has given its sanction to the formation of a Chinese Company to be attached to the Penang Volunteers. Hitherto an inviolable and illogical distinction has been drawn, officially, between the Chinese of Penang and Singapore in the matter of volunteering eligibility.

Mr. C. F. McWilliams, who represented the Great Northern Steamship Company in Yokohama until the withdrawal of the *str. Minnesota* from the Pacific, has been appointed general agent in the Far East for the Great Northern Railway Company.

Messrs. Hugh Elder and W. A. Shellam, of the Chinese Government Railways who are well-known and very popular officials connected with the terminus of the Peking-Mukden Line, have been granted the honour of "The Tiger" decoration, says the *N.C. Daily News*.

A Tokio message to a Peking paper reports that Dr. Sun Yat-sen was recently married, in Tokio, to Miss Huilin, his private secretary. The bride is the second daughter of Mr. Sung Chia-shu, Chief Accountant of the Chinese Railway Corporation in Canton, of which Dr. Sun was formerly President.

In view of the prosperous business condition of the Company, the Toyo Kisen Kaisha has a project on foot to increase its capital. The question was discussed at the Directors' meeting, but it is still undecided as to the extent of the increase. Some suggest an increase by Y.7,000,000. Even the theory of doubling the present capital (Y.13,000,000) is advanced.

Before Mr. Perkins, American Assessor, and Magistrate Wong, at the Mixed Court, Shanghai, two Chinese carpenters were charged with assaulting Mr. and Mrs. Goldman, of 88, Range Road, Shanghai, by striking them with hammers. They were also charged with defacing and damaging complainants' front door. The case for the prosecution was that Mrs. Goldman had the carpenters to fix some chairs for her, but, being dissatisfied with the manner in which they had polished them, she got in another carpenter to do the work properly, deducting the cost of doing so from the money due to the defendants. The defendants went to the house armed with pliers to undo the work they had done, and, upon Mr. Goldman interfering, committed the assault complained of. The defendants, were ordered to pay a fine of \$20 each, or in default to go to prison for twenty days.

FORTHCOMING WEDDINGS.

The following weddings will take place in Hongkong shortly:—

Mr. S. H. Dutton, of No. 6, Mountain View, The Peak, to Miss Margaret McGregor Smith, of the Peak Hospital.
Mr. C. M. W. Reynolds, of the *Hongkong Daily Press*, to Miss Jeanne Frances Cooke, No. 1, Morrison Hill.
Mr. J. G. Ward, merchant, of the Hongkong Hotel, to Miss Irene Hobbs, who left home on the *Yasaka Maru*.

ALLEGED TRADING WITH THE ENEMY.

THE CASE AGAINST DAVID SASSOON & CO., LTD.

The case in which Messrs. David Sassoon & Co., Ltd., are summoned for alleged breaches of the Trading with the Enemy Regulations, July, 1915, was again mentioned at H. M. Police Court, Shanghai, on December 30th.

Mr. McKean prosecuted and Mr. R. N. Macleod defended.
Mr. Macleod said he had to ask for a further adjournment in connection with the translation of the books of Zee Nank, as his clients had no desire other than that everything should be done to get to the bottom of the affair.

Mr. Macleod agreed that the position arrived at was as had been stated, and his worship granted the adjournment, until January 6th.

A SEA LAWYER.

SEQUEL TO A GAME OF FOOTBALL.

On the 28th December, a number of Chinese youths were playing football at Causeway Bay and one of them kicked the ball into the water inside the breakwater. He went up to a sampan and asked the boatman to pull the ball out. The latter refused, and when the youth jumped on the sampan with the intention, apparently, of recovering the ball, the boatman and his two sons, it is alleged, set upon him and severely assaulted him. He was knocked insensible, and but for the timely arrival of police he would probably have been killed. The boatman and his two sons were arrested, and charged with assault. At the Magistracy yesterday the first defendant stated that he gave evidence for the prosecution over four years ago in a charge against the brother of the complainant, who was sent to prison for three years and ordered to receive twelve strokes with the birch. The brother of the complainant assaulted him, and so he assaulted the latter.
Inspector Gordon said the boatman was a sort of sea lawyer at Causeway Bay, and was undoubtedly "a smart man."
The case was adjourned for enquiries to be made into the old man's statement.

THE WAR.

CZERNOWITZ IN HANDS OF RUSSIANS.

BRISK OFFENSIVE IN EAST GALICIA. CHANGED SPIRIT ON WESTERN FRONT.

BRITISH TROOPS' SLOGAN.

STORIES OF THE "PERSIA" ENORMITY.

HOTEL LICENCES TO HONGKONG GERMANS.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

RUSSIAN SUCCESSES AT CZERNOWITZ.

PETROGRAD, January 4th.

It is reported that the enemy has evacuated Czernowitz. The Russian successes deprive the enemy of the use of the Czernowitz-Zalesiki railway, and the Russians likewise threaten the Czernowitz-Kolozia line.

GERMANS FAIL TO CROSS DVINA.

BRISK RUSSIAN OFFENSIVE IN EAST GALICIA.

PETROGRAD, January 5th.

A communiqué says a German attempt to cross the Dvina near Elisenhof failed before the Russian fire.

Germans dressed in white cloaks unsuccessfully attempted to surprise the trenches before Tsargrad.

The Russians in the middle Strypa region in a brisk offensive occupied trenches and the village of Bielavintze, and captured a strong isolated position.

Heavy fighting to the north-east of Czernowitz continues. The Germans counter-attacked to regain their lost trenches, but failed, sustaining the heaviest losses.

RUSSIANS OCCUPY CZERNOWITZ.

PETROGRAD, January 5th.

The Austrians have evacuated Czernowitz. The Russians carried all the heights dominating the town.

TSAR AND RUSSIA'S DETERMINATION.

PETROGRAD, January 4th.

The Tsar, addressing the Knights of St. George, said that Russia would not conclude peace till the enemy had been chased from Russian territory, nor would Russia conclude such peace except in full agreement with the Allies, to whom she was bound by true friendship and blood.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

HEAVY ENEMY BOMBARDMENT.

BRITISH FIRE PREVENTS INFANTRY ATTACK.

LONDON, January 4th.

General Sir Douglas Haig, in a communiqué, says that in the course of intermittent artillery activity we silenced two German howitzer batteries in the region of Armentières and dispersed German working parties to the north-east of Ypres.

The enemy to the north of Albert opened a heavy fusillade on our trenches after several hours' preliminary bombardment, but our fire prevented the development of any hostile attack.

NOTHING IMPORTANT.

LONDON, January 5th.

Both the French and German communiqués reveal no events of importance in any of the war theatres.

[THROUGH REUTER'S AGENCY.]

FRENCH AIR RAID IN MACEDONIA.

SALONIKA, January 5th.

French aviators bombed Petrich, Strumitza, and other towns where troops were observed. The airmen inflicted considerable casualties, especially at Petrich, where buildings collapsed and fires broke out. The aviators were not harmed.

BULGARS PILLAGE VILLAGES ON FRONTIER.

PARIS, January 5th.

A communiqué says that Bulgarians pillaged several villages on the Greek frontier.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

SUBMARINE ACTIVITY IN MEDITERRANEAN.

LONDON, January 5th.

The matured shipping opinion is that the submarine activity in the Mediterranean will not continue, especially in view of what has been overcome in Home waters. Lines with mail contracts will not change their route.

STORIES OF THE "PERSIA" OUTRAGE.

FROM THE DINING SALOON TO THE SEA.

ALEXANDRIA, January 4th.

Reuter's correspondent has secured interviews with survivors of the Persia outrage, all of whom are bearing traces of shock and hardship, are bruised, and bandaged, while many were severely battered. One woman has been taken to hospital suffering from a broken leg. The survivors say that the tragedy was so sudden that they have hardly yet realised what has happened. One moment they were in the gayest atmosphere of the dining saloon, and everybody was most jolly; the next moment they were plunged into the sea. Some, shaken and bruised, were placed into open boats, while the luxurious liner had vanished.

The explosion shook the liner from stem to stern. Only those going on deck promptly could hope to escape. The water poured in very rapidly, until those reaching the deck merely slid into the sea. Others were swept away by the waves in an instant. The successful lowering of the four boats was a brilliant feat, all working bravely, quietly, and quickly. Many who were picked up from the water emphasised the kindness of their rescuers and the comforts provided on landing.

AMERICAN'S THRILLING NARRATIVE.

ALEXANDRIA, January 4th.

The first narrative of the outrage was given by the American, Mr. Grant, to Reuter's correspondent. Mr. Grant said he was sitting in the dining-saloon at about 1.5 p.m. and had just finished soup, the steward asking what he required next, when a terrific explosion occurred. The saloon was filled with smoke and steam from the boiler, which had burst. Glass was also flying about.

There was absolutely no panic. All behaved exactly as if they were merely at drill. Each went up on deck and reported himself at his lifeboat station. The vessel was soon listing badly, the people clinging to the rail. The last thing Mr. Grant did was to tie on Captain Sprickly's lifebelt. The latter, who was a military officer, is missing. The vessel listed once more, and Grant slid over the rail into the water.

It was impossible to launch the starboard boats. Grant was sucked down. His shoe caught in a rope, but he disentangled himself and came to the surface, clinging to the wreckage. He got a final glimpse of the liner with her bow in the air, diving downward five minutes after the explosion. Then he collected wreckage for others who were struggling in the water. Five boats soon pulled in amongst the swimmers and those who were struggling, rescuing all possible.

The overloaded boats subsequently redistributed their occupants. Four boats roped themselves together, and a fifth was further away.

[THROUGH REUTER'S AGENCY.]

"My boat at 3.30 p.m. separated from the others in order to search the more frequented channel. We rowed for three hours and then sighted a cruiser. We hailed her, shouting 'We are English.' When the warship was near enough we explained that we were survivors from the Persia and indicated the whereabouts of the others. The other boats were found at 7 p.m."

Mr. Grant paid a fine tribute to the kindness of the British blue-jackets. He declares that Consul-General McNeely sat at the same table as himself, but he did not see him, probably because McNeely's cabin was on the listing side of the liner. He concluded by describing the scene in the water as being of the utmost horror. The sea was black as soot. Men, women, and children were struggling, and some emitted awful cries. Others were saying "Good-bye." Afterwards those in the boats found solace in singing hymns.

A MEMORABLE 15 MINUTES.

ALEXANDRIA, January 4th.

A young lady, interviewed by Reuter's correspondent, said she was just beginning her lunch when the explosion occurred. She ran to her cabin for a lifebelt, and was twice thrown down in the passage by the rocking of the liner. She snatched her lifebelt and rushed to the deck, fell in the companion-way, but was determined not to die in the vessel. She reached the deck when the liner lurched again. She was thrown down and badly shaken but adjusted her lifebelt and jumped into the sea, being rescued in a quarter of an hour.

Others had similar experiences. Mothers went in quest of their children and never returned. Indeed, only two children were saved. The Chief Officer went down with the ship, but was picked up. He says that the Captain also went down with the liner.

The survivors lost everything and suffered from cold when in the boats, as they lacked warm clothing.

AMERICA AND THE ENORMITY.

WASHINGTON, January 4th.

The submarine situation is admittedly grave. It is officially announced that President Wilson and Mr. Lansing are taking every means to obtain full information upon which to act immediately. The Cabinet meeting has been cancelled because details concerning the Persia outrage are not yet available.

"PERSIA'S" LARGE MAILS.

CAIRO, January 5th.

The Persia carried exceptionally large mails. Eleven thousand bags were landed at Malta. The exact number for Egypt and India is unknown, but it is thought to be between 20,000 and 30,000 bags, all of which have been lost.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

PROGRESS OF ITALIANS.

ROME, January 5th.

A communiqué says that the Italians occupied higher positions on the mountains near Riva and also took two trenches on Mont Esperone. A slight advance was made in Carso.

GENERAL.

[THROUGH REUTER'S AGENCY.]

VITAL IMPORTANCE OF MUNITIONS.

EVERYTHING DEPENDS ON THE BRITISH WORKMAN.

LONDON, January 4th.

In the House of Commons Mr. Lloyd George, speaking on the Munitions Amendment Bill, said the task of turning out munitions was more serious than he dared tell. Everything depended upon the workmen of England, who alone could achieve victory for the Empire and humanity.

The third reading of the Munitions Amendment Bill, which meets the objections of Trades Unionists, has been agreed to by the House of Commons.

RESIGNATION OF HOME SECRETARY.

LONDON, January 4th.

In the House of Commons Mr. Asquith announced that Sir John Simon, Secretary of State for Home Affairs, has resigned.

[THROUGH REUTER'S AGENCY.]

HOTEL LICENCES TO GERMANS IN HONGKONG.

MR. BONAR LAW'S STATEMENT IN COMMONS.

LONDON, January 5th.

In the House of Commons, replying to Sir E. Cornwall with reference to the granting of licences of hotels in Hongkong to Germans, Mr. Bonar Law said that there was no question of policy involved. The Executive Council acted throughout in a judicial capacity under the Licensing Ordinance.

LORD DERBY'S FIGURES.

SINGLE MEN STILL LAGGING BEHIND.

LONDON, January 5th.

The men available under Lord Derby's scheme are as follow:—

	Single.	Married.
Offered services	2,179,231	2,832,210
Rejected	1,150,000	1,079,263
Enrolled for immediate service	207,000	221,853
Enrolled under group system	103,000	112,431
Failed to offer service	840,000	1,344,979
Of the latter figure, 378,071 are classed as indispensable, and others are engaged in national services, which leaves a total of 681,160 single-men who have not volunteered, which the report describes as far from being a negligible quantity. Therefore, it is impossible to utilise the services of the married men until the single men have been secured by other means.	1,029,231	

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LORD DERBY'S SCHEME.

FOUR MORE GROUPS CALLED UP.

LONDON, January 4th.

A proclamation calls up groups 6, 7, 8, and 9 under Lord Derby's scheme on the 8th February.

LOYALTY OF YOUNG INDIAN.

AND A BETTER UNDERSTANDING.

LONDON, January 5th.

The report of Mr. C. E. Mallett, of the Indian Students' Department, shows the loyalty of the young Indians in England. A few have enlisted in British Battalions, but the majority have joined the Indian Volunteer Ambulance Corps, in which 272 have enrolled. Mr. Mallett is hopeful that a realisation of common interests due to the war will lead to a better understanding between English and Indian students in the future. He says, also, that there are indications that the suspicion and dislike with which some of the young Indians viewed the Department were yielding to a truer realisation of the facts.

Mr. Campion, the Engineering Adviser, emphasises the need of a thorough scientific education in India before students come to study engineering in Great Britain. He calls attention to the numbers who come to study civil engineering in Great Britain, where the opportunities of practical training are fewer than in India.

Regarding the selection of technical scholars, the Report suggests that well-educated students be selected for training in British Universities and workshops for responsible posts. Men of less education should be chosen to complete their training as mechanics in British workshops.

OBITUARY.

LADY WILSON.

LONDON, January 5th.

The death is announced of Lady Archdale Wilson, widow of the captor of Delhi.

ITALIAN RECRUITS.

General Galleni, advocating in the Italian Chamber a bill authorising the early training of the 1917 class, said he wanted them ready in the spring of 1916, when, in agreement with our Allies, our reinforcements and armaments will enable us to make a decisive effort.

CHINESE TELEGRAMS.

[FROM OUR OWN CORRESPONDENT.]

FINANCIAL.

PEKING, January 5th.

The Salt Revenue returns total \$65,000,000, an increase of \$5,000,000.

The Maritime Customs collection totals Haikwan taels 36,742,000, a decrease of Haikwan taels 2,135,000. There were increases in Harbin, Dairon and Hankow. All the foreign obligations secured on the Customs' Revenues have been fully met to the end of December.

MISSION TO THE MIKADO.

PEKING, January 5th.

Chow Taz Chi, Minister of Agriculture, heads the mission to Tokyo, leaving on the 15th, to offer congratulations to the Mikado.

JAPAN AND THE COTTON TRADE.

QUESTION IN THE COMMONS.

In the House of Commons on November 26th, Sir J. D. Rees asked whether raw cotton was now being exported in large and increasing quantities from India to Japan, whence it was returned to the former country in the shape of manufactured piece-goods, the imports of which were increasing in such quantities as to compete successfully with the like locally made goods, and to threaten Lancashire products of the same character; and whether there was any reason to suppose that the Japanese Government was giving a bounty and Japanese shipping companies were quoting specially low rates of freight in this behalf.

Mr. Chamberlain replied that the exports of raw cotton from India to Japan for the six months from April to September, 1915, amounted to rather over 3,000,000 cwt., an advance of about 30 per cent. on the corresponding figures for the previous two years. Imports of cotton piece goods into India from Japan had considerably increased during the present year. He had no information that the Japanese Government gave bounties in respect of these imports.

SHIPPING NOTES.

JAPANESE STEAMSHIP SERVICE TO SOUTH SEAS.

The Government-General of Formosa has decided to pay an annual subsidy of Y.150,000 commencing the next fiscal year for the establishment of a regular line of steamers between Formosa and the South Seas.

According to the proposal, the new service will be between Keelung and Balikpapan via Amoy, Swatow, Hongkong, Manila, Sandakan, Bulny, Sawara, Singapore, Batavia, Samarang, Sourabaya, Macassar, and Balikpapan. On their return voyage the steamers will call at Manila, Hongkong, Swatow, Amoy and Tamsui. It is believed that the Oka Shosen Kaisha will undertake the contract of the new line. At present the company is running a line between Keelung and Hongkong with two steamers, but in the event of the concern receiving the contract for the proposed line four steamers will be employed.

THE TOY-MAKERS OF JAPAN.

LARGE FOREIGN ORDERS.

While the European war has brought depression to many branches of trade in Japan, the manufacturers of celluloid toys, at any rate, have found it profitable. They are working to their utmost capacity to meet the growing demand for their wares abroad. Australia comes first with the largest orders, with England a close second, and India, China, Hongkong and the United States following with about as large demands.

The orders come in lots of 1,000 to 5,000 dozen for one kind of article, consisting mainly of dolls and animals, the Japan Times says. They are mostly destined for European markets.

The manufacturers in Japan have been busy since the war started, but of late the volume has increased with such surprising rapidity that all factories have doubled their hands and are running the machines day and night.

This sudden increase of demand is explained by the fact that thirty celluloid factories in Germany have been utilised as munition works. The materials for the toys, at the same time, have become short since April of this year, and the stocks in the hands of wholesalers in Holland and the United States have been almost exhausted.

Prior to the war Germany monopolised the world's toy market, but to-day Japanese goods are driving out the German-made articles. If this be continued, with further improvement in the workmanship and a reasonable price maintained, the Japanese celluloid toys will find a permanent market in the world. There is only one celluloid factory in Japan to-day, but as there is an abundant supply of sulphur in Taiwan this trade may yet achieve one of the principal places among Japanese export goods.

An Essen telegram states that the clear profit last year of Krupps amounted to 86,400,000 marks (\$4,320,000), as compared with a profit of 33,900,000 marks (\$1,695,000) in the preceding year. A dividend of 12 per cent. has been distributed.

NOW IN PREPARATION.

THE DIRECTORY
AND CHRONICLE
1916.FOR CHINA, JAPAN, COREA, INDO-
CHINA, SIAM, STRAITS SETTLE-
MENTS, MALAY STATES,
NETHERLANDS INDIA, PHILIP-
PINES, BORNEO, ETC.

FIFTY-FOURTH ANNUAL ISSUE.

The Compilers invite the European residents in the Far East who appreciate the advantage of having at their disposal a thoroughly complete and trustworthy work of reference to cooperate with them by returning promptly the forms sent out for revision, and by furnishing, also, the names of any European firms which have recently been established in their midst or any that have ceased to exist.

Those advertisers, also, who have not yet sent in their revised announcements for the 1916 issue of the volume are asked to do so without further delay.

In this way the usefulness of the "Directory and Chronicle" will be increased and its early issue facilitated.

The Directories and Descriptions are of:-

CHINA.		
Peking.	Soochow.	Canton.
Tientsin.	Chinking.	Whampoa.
Pootung.	Nanking.	Kowloon.
Chunwangtao.	Wuhu.	Lappa.
Taka.	Kewling.	Samshat.
Astung.	Hankow.	Kongmoon.
Manchurian.	Ychow.	Nanning.
Trade C'tros.	Shansi.	Wuchow.
Newchwang.	Ichang.	Kwangchow.
Dairen.	Chungking.	Fakhoi.
Port Arthur.	Hangchow.	Hoikow.
Chefoo.	Ningpo.	Lungchow.
Waihaiwei.	Wenchow.	Mengtze.
Sinanfu.	Santu.	Hokow.
Mukden.	Foochow.	Sensao.
Shanghai.	Amoy.	Tengyueh.
Swatow.		

JAPAN AND FORMOSA.

Tokyo.	Osaka.	Keelung.
Yokohama.	Maji.	Tainanfu.
Hyoogo.	Nagasaki.	Takow.
Kobe.	Hakodate.	Anping.
Shimonoseki.	Tamui.	

EASTERN SIBERIA.

VIADSWICK.		
Seoul.	Wonsan.	Mokpo.
Chunampo.	Pusan.	Chinnampo.
Kusan.	Fengyang.	Songhien.

HONGKONG AND ITS DEPENDENCIES, MACAO.

HONGKONG AND ITS DEPENDENCIES, MACAO.		
Manila.	Andam.	Tourane.
Amoy.	Amoy.	Saigon.
Amoy.	Amoy.	Cambridge.

PHILIPPINES.

PHILIPPINES.		
Manila.	Iloilo.	Cebu.
Batavia.	Batavia.	
Brunei.	Brunei.	

MALAY STATES.

MALAY STATES.		
Perak.	Selangor.	Pahang.
Negeri Sembilan.	Johore.	Kedah.
Kelantan.	Trongganu.	Perlis.
Singapore.	Penang.	Malacca.

NETHERLANDS INDIA.

NETHERLANDS INDIA.		
Batavia.	Samarang.	Padang.
Buitenzorg.	Sourabaya.	Macassar.
East Coast of Sumatra.		

NAVAL SQUADRONS.

NAVAL SQUADRONS.		
British.	Japanese.	United States.
French.	Siamese.	Italian.

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BAD LEG

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OUR ENGINEERING TRADE
WITH CHINA.

An enormous field will be open in China to British engineering trades after the war provided that the efforts put forth by British firms receive adequate support at the hands of the Government and of the banks which conduct business with the Far East and whose principals are quite familiar with the customs and business methods of the people. Indeed, the European conflict is said to have shown even to China her own particular weak spots and to have evoked the endeavour to become independent of other countries as far as possible by the more extended working of her natural resources and their conversion into manufactures. In this respect China will require the assistance of other countries, and the three which are chiefly concerned as competitors in the matter are Great Britain, Germany and the United States. Apart from the action taken on behalf of its members by the British Engineers' Association, an official inquiry has been completed over an extensive area by Mr. T. M. Ainscough, special commissioner of the Board of Trade, who recently returned to this country after having devoted sixteen months to a tour of investigation which embraced seventeen out of the twenty-one provinces in China. In the course of an interview, the Commissioner is reported to have stated that although it may not be possible for the moment thoroughly to take advantage of the chances offered by the war for consolidating and extending their sphere of activity in China, British manufacturers and merchants should take steps to prepare for the opportunities which will be available on the conclusion of peace, and that those representatives who are to be sent out should be trained so as to acquire an expert knowledge of the language, customs and business methods. The Commissioner further remarked that engineering machinery and plant were in request and would be in greater demand after the war, and that the engineering industry should consider how it was proposed to deal with it in order to meet German competition. It is admitted that Teutonic competition in the past has been serious, but the war has prevented German goods from reaching China, except in the case of shipments forwarded through neutral countries.

The Germans take a rosier view of the position than, we believe, is justified. A report received from Shanghai by the Commercial Treaties Association of Berlin and published on October 27th announced that the general situation of trade was unfavourable and that business activity, particularly in industrial branches, had been brought to a standstill, and that as a consequence it was almost impossible for the commercial rivals of Germany to conclude transactions and out Teutonic trade. If the statement that a demand for machinery and plant exists is contrasted with the reports of stagnation in industrial branches, the inconsistency will at once become obvious, and we prefer to accept the declaration of the British Commissioner, which is based upon the information gained after an extensive inquiry over a considerable portion of China, to that made in the report from Shanghai, which is probably correct for that district, must necessarily be more or less of a local character, or it may have been designedly coloured for the purpose of deceiving nations other than the Germans. What tends, however, further to stamp the Teutonic report with inaccuracy is an error in another important particular. We are told, for instance, that interests in the United States are troubling themselves very little about the Chinese market; in any case, not more than in former years, except in certain special articles which are not specifically enumerated. But, according to the September issue of the *Journal of the American Asiatic Association*, grandiose plans have been conceived in the American Government circles for the extension of United States trade with China. The plans have been prepared by the United States Ambassador in Peking, the commercial attaché there, and Dr. Pratt, chief of the Bureau for Domestic and Foreign Commerce at Washington. The return of the Ambassador to the United States is associated with these plans, and the commercial attaché is to travel in the United States in the ensuing winter in order to advocate their execution. In the first place, the scheme aims at the establishment of an American bank to induce capitalists to become interested in mining and industrial undertakings in China. Next to this it is proposed to endeavour to secure the Chinese market for the United States machinery industry, and it is also suggested that cotton spinning mills, electricity works, tanneries, and all kinds of factories with American machinery should be erected in China, where it is likewise hoped to obtain a good market for railway materials. Apparently the American Asiatic Association approves of the plans, although the difficulties of extending the American sphere of activity in China are pointed out, particularly stress being laid on the uncertainty as to the measure of support which may be given by the Government.

The American plans for developing the export trade with China, which do not appear to be directly associated with any schemes which may be contemplated by the great individual steel and machinery works, are as significant of the desired furtherance of business in the Far East as is the wished-for recovery of trade in that region by the Germans after the conclusion of peace. In the case of the Shanghai report previously referred to, it is mentioned that the Chinese will require European experts and machinery for the opening up or extension of the mines, and that these opportunities will afford the Germans very profitable prospects of doing business. It is, however, stated that after the compulsory liquidation of branches of German firms at Hongkong the lesson to be learned is that no German firm should dispose of English goods in the future. Apparently this assertion has been made with the foreknowledge that no British firm will benefit from the Teutonic plan to become familiar with their business, to the ultimate disadvantage of the former and the advantage of the latter and of rival manu-

AUSTRO-GERMAN FIGHTING
STRENGTH.CRITICAL SHORTAGE
APPROACHING.

The military expert of the *Bourse Gazette* estimates the present total of enemy forces engaged on all frontiers at 160 to 170 divisions of Germans and 60 to 84 divisions of Austrians. This estimate does not include cavalry, of which the enemy has 23 divisions on the Russian front alone. These figures do not represent the total available forces of Germany as there are gaps in the numbering of the divisions and previous experience teaches that the lacking numbers on fighting fronts represent divisions formed and training in the interior of Germany but not yet efficient. Moreover, not all divisions actually employed at the front are fully drilled men.

It is now customary to form corps out of inefficient divisions, and therefore the total number of German army corps actually in the fighting front is not 81, but something less. The remaining Austrian corps are disposed of on the Italian front and one on the Serbian front. These last may be safely estimated at their full complement, so that the enemy without counting Bulgarian has eight full army corps or over 300,000 men on the Serbian front. It is the German custom to deplete those corps which are acting on the defensive in order to fill the complements of corps forming armies which are attacking. Thus it is practically impossible to arrive at any trustworthy estimate of the number of men actually engaged at any given time.

The *Morning Post* Petrograd correspondent says it is practically certain that the Germans are now not merely short of men, but that the shortage is reaching a degree which may mean imminent catastrophe. Russia in closely concerted action with all the Allies is keeping the Germans at full stretch on all fronts. This means that Germany and her allies are kept strenuously at work over an extent of front which now totals something well over two thousand miles, to say nothing of the slow drainage of her vital strength by the unremitting measures of the sea power in the North Sea, the Baltic, the Black Sea, the Aegean Sea and the Mediterranean, and the naval blockade of the neutral waters of the navigable Danube should be added as not the least in the list of areas where sea power is making itself increasingly felt against the Germans.

facturers in Germany. As is known, the Teutonic hope to depend to some extent, as in the case of the British University at Hongkong, upon the engineering education of the Chinese as one of the means for securing orders for machinery on the principle that when Chinese students become qualified engineers and occupy important positions they will naturally turn to the country with whose types of machinery and technical terms they have become acquainted. It was for this purpose that influential interests in Germany formed a few years ago the Association for the Erection of Technical High Schools in China, whilst the German Asiatic Society was constituted generally for the promotion of export trade with Far East. A meeting of the committee of these two associations has just been held in Berlin, where it was mentioned that despite the many difficulties caused by the war, the medical and engineering school established at Shanghai had developed during the past twelve months in an entirely satisfactory manner, that ways had been found for the maintenance of the connection between Berlin and the Shanghai institution, and that many of the teachers and students at the Tsinan Technical High School had proceeded to the Shanghai school after the occupation of Tientsin by the Japanese. The meeting adopted a resolution expressing the opinion that it was now more urgent than ever to maintain the school at Shanghai and to erect further German-Chinese schools in the interest of the German share in the Chinese market, and that energetic resistance should be offered to the efforts made by their enemies, especially the English, to exclude Germany from the Chinese market. A resolution of this nature, coming as it does from the representatives of highly influential manufacturing and financial circles, deserving of careful consideration in Great Britain, as it tends to show how keen will be the Teutonic attempts after the war to recover lost positions. A curious example of how things may work out in favour of a defeated enemy may here be mentioned. On the fall of Tsinan a large number of German prisoners were taken and are now in comfortable quarters in Hongkong and Japan.

Many, if not most, of these men were engaged in Chinese commerce, and when they are released will return to China with all the knowledge necessary for re-establishing their business. On the other hand, a large proportion of the most active Englishmen in China have joined the forces, and are now fighting, or have already given their lives for their country. Thus the Germans will actually enjoy a post-war advantage from having been defeated and made prisoners, unless steps are taken to prevent it. Some people contend that if it is impossible to exchange these prisoners it would be better to send them back now to Germany, as they are almost sure to be enlisted and sent to the front.

We do not object to *bona fide* rivalry such as we generally find in the case of American firms, but British firms will have to keep themselves thoroughly on the alert if they intend to obtain a larger share of the Chinese trade by seeking to frustrate Teutonic competition. This object should be achievable by private enterprise having the backing of Government circles and the aid of our financial institutions. Unless these facilities are rendered available, note that they are recognized to be necessary by the American Asiatic Association, what is there to prevent the Germans from again raising to the occasion and trying to flout us once more in the Far East?—*The Engineer*.

BRITAIN'S ARISTOCRACY AND
THE WAR.THE PATRIOTISM AND LOSSES OF
NOBLE HOUSES.

[SPECIAL CORRESPONDENCE TO "THE SUN".]

The old French adage *noblesse oblige* has never been more true than now, as has been clearly demonstrated by the part played by the aristocracy of Great Britain in the present war. No recruiting officers, no bands or parades have been needed to bring the sons of the finest families of Britain to the colours. They have rallied, fought and fallen in so great numbers that there is practically not a noble house in all the United Kingdom to-day which is not in mourning.

Sole heirs, eldest sons, youngest sons, fathers and brothers of the greatest and most famous English families went to the front at the very outset and are now in the trenches in France and at the Dardanelles or on the high seas. There can be no doubt that the peer of England is paying toll not less willingly but even far more than the men of the working classes.

An illuminating illustration of this fact was given recently when the members of the much-abused House of Lords refused to pass a motion authorizing the return from the front of those of its members who had gone to the firing-line.

Many other gallant young officers who led their men to glory on the western front at Mons, at the Marne or in Belgium at Ypres, Neuve Chapelle and Loos, were the direct descendants of those who fought and fell at Waterloo, at Crecy and at Poitiers.

ARISTOCRACY THINNING.

The terrific blow dealt to the great families of Britain by the great war has caused many to express serious fear that the conflict which is now raging in Europe will completely extinguish the British aristocracy. In fact, it is being seriously proposed that where there are deaths of sole heirs by war special regulations shall be instituted so that the titles shall descend to heirs female, or heirs general, thereby preserving the peerage.

In the usual patent of nobility the title only descends to heirs of the body male and special remainders are granted only in cases where some great national service has been rendered, as in the case of Lord Roberts, whose peerage descends through his daughter, and Lord Kitchener whose earldom upon his death will descend to his brother or his brother's children.

Already five peerages are without heirs in remainder through the war, namely, the marquissate of Lincolnshire and the baronies of Knaresborough, Playfair, Ribblesdale and Stamfordham.

Six peers have already been killed, namely, Lords Congleton, Hawarden, Brabourne, Annesley, De Freyne and Petre.

Nearly thirty heirs to peerages have been killed and almost as many wounded. Fifty sons of peers have been killed and the number wounded is in the hundreds.

Brothers of peers, baronets and knights who have either been killed or wounded number a great total.

How heavily the titled families have contributed themselves to this conflict may best be imagined when it is stated that 213 peers and 424 sons of peers are already serving with the colours.

BOYS SUCCEEDED TO TITLES.

The havoc that this war has played with the aristocracy may be best indicated by a partial list of members of prominent families killed, including Lord S. D. Compton, a Lieutenant in the Royal Horse Guards, brother and heir presumptive of the Marquis of Northampton; Capt. M. A. de Tuyl, of the Tenth Hussars, youngest son of the Duchess of Beaufort; Major the Hon. C. B. O. Freeman-Mitford, D.S.O., eldest son and heir of Lord Redesdale. The four other sons of Lord Redesdale are serving with the colours, two in the army and two in the navy. The last to join was the Hon. John-Freeman-Mitford, who was formerly attached to the British Embassy in Berlin and about two years ago married the daughter of the German coal king, Herr von Freidlander. The Hon. Colwyn Phillips, elder son of Lord St. David's, was an early victim of the war. His brother Roland, who is now sole heir, is a Lieutenant in the cavalry.

When the Earl of Erne died his son and heir, Major Viscount Crichton, who had been enquire to the King, was reported to have been taken prisoner in Germany. Later information showed he died from wounds about the same time as his father. Viscount Crichton left a son born in 1907, who at the early age of 8 years has become the Earl of Erne.

Another pathetic case is that of Capt. Lord Guernsey, whose little son Michael, born in 1908, becomes the heir to the earldom of Aylesford.

Through the death of Viscount Northland, the only son of the Earl of Ranfurly, the heir to the earldom is Northland's little baby, born in May of this year.

Lord Killanin's heir is now the baby son of Lieut.-Col. S. H. Morris, who was killed some months ago.

Lord Ninian Crichton-Stuart, who has lost his life in the war, was brother to the Marquis of Bute. He was also descended from about the last of the royal "favourites." This was the Earl of Bute, who was friend and counsellor to the boyhood of George III. It was he who was responsible for the doctrine that a King should not only reign but govern. "George, be a King," was the precise formula. The popular party lampooned the favourite freely by exhibiting a "jackboot" rather a clumsy stroke of satire.

When Capt. Charles Monck was killed his nine-year-old son became heir to his grandfather, Viscount Monck.

Lord Congleton is succeeded by his brother, the Hon. John P. Farnell, a Lieutenant in the army, and the heir to the title is his brother William, who is 11 years of age.

Lord Kinnaird, who is well-known for his advocacy of temperance, has lost his eldest son, Captain Douglas Kinnaird, while another son is serving in the army.

Lord Balfour of Burleigh's eldest son, the Hon. Robert Bruce, the Master of Burleigh, was killed, and his brother is with the colours.

The death of Lord Annesley resulted from his being shot through the head while making a brilliant aeroplane attack upon Ostend.

The death of Captain the Hon. R. Wyndham, heir presumptive of his brother, Lord Leconfield, and nephew of Lord Rosbery, makes the third member of the Wyndham family to fall in the war.

Lord Cowdray, head of the famous firm of Westman-Pearson, so prominent in the oilfields of Mexico, lost his third son, the Hon. Francis Pearson, who enlisted as a private, was taken prisoner, and shot while trying to escape.

Only recently Captain the Hon. Agar Roberts died of wounds. He was the son and heir of Viscount Chiffen and represented a Cornish constituency in the House of Commons. He was a member of an inseparable trio consisting of Neil Primrose, Earl Rosbery's second son, and Jimmy Rotherchild, Capt. Roberts was the Cornish member of the House of Commons, and his nephew in speaking was greatly enjoyed. He frequently broke the rigid etiquette of the House by uttering such expressions as "I don't mind betting."

All American turfmen who came to England will recall with regret the death of the Hon. Francis Lambton, the youngest brother of the Earl of Durham. He was a Lieutenant in the Royal Horse Guards, and before the war was maintained successfully a training stable at Newmarket for Sir Ernest Cassel.

The death of Capt. Andrew de Ver Maclean leaves that romantic figure Kaid Sir Hurry Maclean, the real ruler of Morocco for so many years, childless.

DIED FOR THEIR COUNTRY.

Others who have fallen for their country are: Capt. Lord Richard Wellesley, the second son of the Duke of Wellington; Major the Hon. William Cadogan, the third surviving son of the late Lord Cadogan; the Hon. Hugh Darnley, the second son of Viscount Downe; Capt. the Hon. John Boyle, the third son of the Earl of Glasgow; Lord Charles Merces Naime, son of the Marquis of Lansdowne, Unionist leader of the House of Lords; Lieutenant the Hon. H. R. Hardinge, the heir of Viscount Hardinge and nephew of the Viceroy of India, whose eldest son, Lieutenant the Hon. T. O. Hardinge, D.S.O., died of wounds in December; Lieutenant the Hon. Arthur S. Coke, second son of the Earl of Leicester; Captain the Hon. William Andrew Nugent of the Fifteenth Hussars, brother and heir of the Earl of Westmeath, who died of wounds; Captain the Hon. R. G. E. Morgan Grenville, Master of Kinloss; Captain Hon. O. H. M. St. Clair, son of Lord Sinclair, and Major Lord John Spencer Cavendish, youngest brother of the Duke of Devonshire.

The death of Lord Ribblesdale's only surviving son, the Hon. Charles Lister, removed an interesting character. Twenty-seven years of age, he enlisted in the Hood Battalion of the Royal Naval Division and was wounded in two engagements previously to sustaining in the third the wounds that caused his death. While at Eton he created a sensation in that ultra-conservative school by declaring himself a convert to socialism.

Later he joined the independent Labour party and was a sincere worker in the cause until a bitter attack on his family by a socialist paper caused him to resign from the Labour party and to eschew socialism. At the outbreak of the war he was attached to the British Embassy at Constantinople.

Lord Stamfordham, the private secretary to King George, has lost his only son, Capt. J. M. Bigge; Lord Desborough, the famous sportsman, has lost two sons, his eldest, the Hon. Julian Grenfell, and a younger, S. W. Grenfell.

Death has claimed the eldest son and heir of the Earl of Yarnborough, and two other sons, the Hon. George and the Hon. Marcus Sackville Polham, are fighting in Flanders.

AUTHOR'S SON KILLED.

Aside from the peerage the rolls include familiar names such as Lieut. Arthur O. Hornung of the Third Essex, the son of E. W. Hornung, author of "Raffles"; Lieut. C. Holland, the son of Oscar Wilde, and Lieutenant M. L. Braithwaite, attached to the Royal Flying Corps, who was a brother of Miss Lillian Braithwaite, the well-known actress.

The death of Lord de Freyne recalls the interesting romance of his marriage with an innkeeper's daughter, his disappearance and discovery in the American army, where he enlisted as a private. He is succeeded by a half-brother. On the day Lord de Freyne died another half-brother was killed.

All the great families are in mourning and the end is not yet in sight.

A GALLANT AIRMAN.

The D.S.O. has been awarded to Flight-Commander Smyth Pigott for specially gallant service in Turkey on the night of November 13th. He volunteered to attack the great bridge of Lule Burgas, crossing the Maritsa river connecting Constantinople with Dedegatch and Sofia. Commander Smyth Pigott located the bridge by moonlight which was shining on the river, and descended to within three hundred feet before he released his bombs. The bridge guards fired at him heavily, but despite engine troubles which developed on his aeroplane before he reached the bridge he returned in safety after a four hours' fight.

SERBIAN HEROISM.

WHEN BESET BY THREE ARMIES.

After three days' most tenacious resistance by the Serbians, Nish, their war capital, fell into Bulgarian hands. Our splendid little allies fought from street to street before they left it. "It is better to die in beauty than to live in shame," said M. Pastich, the Serbian Premier, recently, and the whole people are living up to the motto. The Austrian force advancing from the west joined hands with the main German body advancing south, which in its turn met the Bulgarian army east of it.

The Serbians offered a magnificent defence at Nish, fighting successive actions as the enemy advanced. The first line of defence, extending from the south on the Suva Planina mountains to the north beyond the road to Nish coming from the north-east, was first held. The enemy continually encountered obstacles caused by the Serbian defences, but advanced beyond Bela Palanka towards Nish by two routes, the Banias-Nish road and that through the Nisava Valley. The Serbians' last stand was on the fortified hills around the town itself. They succeeded in retiring in good order before a greatly superior enemy force.

Mr. George Renwick tells the story of the earlier Serbian resistance in a despatch which, owing to the interruption of the usual routes of communication, has had to go through Nish, Prishtina, Priarand, Eastern Albania, Dibra and Ochrida, and has involved the use of all methods of travel from the automobile to the native bullock-cart, the journey including four days' hard riding on horseback through mud and across mountains and torrents of the wildest parts of Eastern Albania. He says, and no doubt justly, that "when the story of the way in which war-ravaged Serbia has struggled is written fully there will be set forth an epic of heroism which will blaze on the story of this world war with an undying lustre and magnificence all its own. Looking backwards," he writes, "across a fortnight of varied and memorable experiences, the main impression which remains fixed and living in my mind is the superb courage and endurance of the Serbian army and the Serbian people in the dark days of trial which are theirs just now, and the magnificent human qualities with which they faced death, homelessness, wounds and hunger, and all the terrible tragedies of war which fortune is now dealing out to them with such a heavy hand. I have seen much of this war in its various theatres, but nothing quite so magnificently inspiring as the behaviour of the Serbian nation at this dire crisis in its history. One must remember that here is a nation which has been at war practically for three years, and still its fortitude is something to marvel at. Its heroism still lives undiminished and all its determination has known no abatement. Among people of all classes there is not the faintest sign of weariness nor the least desire to say that the sword and the right arm can do no more. This struggle of theirs will go on if need be to the last yard of Serbian soil and to the last cartridge of the last Serbian patriot."

The Emperor told a Balkan diplomat some little time ago that he would do the brave Serbs the honour of sending his best general against them. He soon found he was up against the most serious piece of work he has had. Never indeed was a line of battle so gallantly and stubbornly defended. Against Ram three furious attacks had to be directed before success was achieved. Semendria held out against three onslaughts and only succumbed to the hellish artillery fire with which the fourth was accompanied. To obtain a footing at Zebirje three attacks were necessary. All these efforts resulted in heavy losses to the Germans, and compelled Mackensen to send an urgent request for reinforcements. At Belgrade, from behind the Semlin batteries, 16-inch guns rained a hell on the city, the huge shells throwing up debris to the height of five-storey houses. Every square yard of the city was systematically searched by machine-gun fire. When the fugitives were streaming out of the city, there was no panic. The Germans had won the capital street by street and it is no exaggeration to say that they had to pay a price for every paving stone. Every street corner seemed to be a citadel. A boy of fifteen with five comrades kept a whole German company at bay for two hours. Once in possession of the city the Germans opened a terrific fire on the position behind it, but the capture of the hills was a frightfully expensive business and every knoll was covered with German dead before it was won. Indeed after twelve days of slaughter, Mackensen won little more than a foothold. On the Drina front he found his task equally heavy. Time after time the attacking forces were driven back with appalling losses. Captain Milanomanovitch, who was wounded in the region, said the Germans at times were staggered by the opposition they encountered. In the encounter in which he was wounded the Germans launched a force of 500 men across the river. Not a single man of that body returned alive. A Malakerna, south of Semendria, after shattering ten thousand shells on the Serb position, the enemy took it. No sooner were they in possession, however, than a strong force of Serbian infantry which had been concealed in the forest attacked and drove the Germans out of the position they had dearly won. While the enemy retreated the Serbian cavalry got in amongst them and did heavy execution. In the evening, leaving three guns on the field, the German left had to retire six kilometres as a result. On the same evening, however, the enemy advanced again in great force and partially made good the lost ground, but again at tremendous cost.

RUSSIA'S WINTER.

PROVES A VALUABLE ALLY.

The continued failures after the extremity of the effort before Riga and Dvinsk are beginning to tell heavily upon the Germans. Their enormous losses have disheartened the troops to such an extent that it would appear that Dvinsk has been already given up as a practicable attainment. The Germans have been nearly two months at work without making any impression even upon the Russian first-line defences, wrote the Petrograd correspondent of the *Morning Post* on November 1st. After repeatedly moving up reinforcements, even bringing up additional batteries of heavy guns and cannonading furiously without intermission for several days and nights, the Germans find themselves precisely where they were before, but with an appalling list of killed, wounded, missing, and sick.

GERMANY'S NEW DRAFTS.

Whatever the Germans and their friends may say, the Russian campaign has been a disappointment. Beginning with Smolensk as goal, the Germans have been forced to transfer their hopes successively until now their eyes are fixed upon the coastline and the Port of Riga. The coastline no longer possesses any strategic value, as the Gulf of Riga is entirely closed to the entrance of German ships. Riga as a rest-house for the winter is the object now being vainly sought. The schemes of conquest have evaporated and the boasting ambitions reduced to hopes of a roof to cover the exhausted troops originally employed on the Riga-Dvinsk front have no cold weather equipment, nor have those very large bodies subsequently moved up from the centre to fill the complements and increase the strength of the attack upon Dvinsk. The only German troops provided with warm clothing are the last drafts moved up from Germany. These men, however, though adding to the numbers of Germans, have not brought any corresponding addition of strength. They are half-disciplined, highly discontented last reserve men. They talk of the fact that they have been deceived, that the war ought only to have lasted six months, that they never ought to have been called to serve. They are foremost in pillaging and marauding, and the officers are no longer able to control them in this respect, being compelled to wink at offences which are strictly forbidden by general orders in the hope that the men may fight none the worse for the little laxity which makes up for the growing deficiencies of the German supply organization. Orders issued from the German Headquarters very stringently forbade any acts likely to arouse the hostility of the people, and the German soldiers frankly declared not long ago that they were on good behaviour so long as they moved forward, but that if they had to retire they would waste and destroy everything and kill man, woman, and child indiscriminately. With the arrival of the last reserves from Germany there is no further pretence of treating the inhabitants decently.

THE SUPPLY DIFFICULTY.

One of the main points urged by the German military critics against Napoleon and the principal cause of his failure against Russia was precisely the breaking up of all discipline. The Germans were going to prove that Russia was not unconquerable to German discipline. But facts are proving, as always, stronger than German theories. It is very evident that, both among the men and officers, demoralization is spreading among the men and officers, demoralization is spreading among the German invincibles suffering and helpless before Riga and Dvinsk. The activity of the English and Russian submarines in the Baltic has temporarily cut off regular supplies for the German troops. Attempts to forestall this danger by establishing large magazines between Riga and Dvinsk have only very partially succeeded, owing to the activity of the Russian "Dreadnought" aeroplanes of enormous strength. Artillery stores more particularly suffer from these air raids, with the result that the German attacks never have any success nowadays, the German soldier, especially the later drafts, being very much more than any other soldiers dependent upon machinery as the inspiration of that courage which wins in attack and holds fast in defence. The Germans are now with most feverish energy endeavouring to hurry the completion of the restored railway services which were being taken up by the forward under the belief that the present needs would be adequately served by the transports to Libau and the light railway thence to the front.

The temperature now prevailing is what in England would be called severe winter-weather. Warm clothing for the bulk of the troops cannot be got up to the German front for weeks or perhaps months, owing to the disorganization of the communications above mentioned. Russia will quietly spend the winter in organizing victory. It is recognized that the Germans, compelled to undergo the rigours of a real Russian winter under the constant annoyance of Russian attacks, will lose more men by sickness and suffer a deeper demoralization than comes from even the worst defeats in the open field. It is evident already that the Anglo-French bold stroke of a month ago was only an attempt, not an accomplishment, and that the work there is still all to do. The Russian winter is henceforth Russia's best ally, and the wearing-down process, though silent, is recognized as more certain than the gallant dash for victory which characterized the Russian fighting earlier in the war. The Germans are already suffering terrible hardships and the consequent deadly waves of sickness from weather which the Russian considers warm—namely, the outer fringe of the coming winter. That snow and frost have not yet come is exceptional, and adds confidence to the courage of the pious Russians. The meaning of this early appearance is that winter, when it really comes, will be what even the hardy Russians call severe—namely, such frosts as only Arctic explorers speak of in England, frosts which bring birds on the wing dropping dead like stones upon the three-foot crust of flint-of-hard-mother earth.

WHY THE WAR KEEPS ON.

TO EXHAUST THE ENEMY AND ECONOMISE LIFE.

[BY SIR JAMES YOYALL, M.P.]

Our war against the Boers lasted two and a half years. We went to war for five years, from 1756 to 1761. We were seven years at war, from 1775 to 1782. From 1793 to 1795 we were at war nine years. We were twelve years at war in the quarrel of the Spanish Succession. With the French Revolutionary Governments and Napoleon we waged for twenty-two years. Yet there are people among us to-day—peers and House of Commons men, too—who shake and "grouse" because this vastest of all struggles lasts as long as sixteen months. Such tremblers and grumblers as these are obviously neither fighters nor thinkers, historians nor statesmen, and the spirit of England is not in them; their spirit, if contagious, would stop the war.

Yet the issue is plain; as they say in the Navy, we have but to "carry on." For Time and Fate are with us still. As Bacon wrote: "He that commands the sea is as great a lord as he who commands the land as little of the war as he will. Whereas those that are strongest by land are many times in great straits." Sixty years afterwards, Louis XIV. found that to be true, a hundred years more, and Napoleon found it true; now, a century later, Wilhelm II. is finding it true—even in the Baltic.

It will always be true, but so infuriate were the German vanity and cocksureness a year ago that even yet they will not confess it to be true. They now know that they cannot win, but they will not yet consent to think that they can be beaten. Therefore they play the military fool. Military sagacity suggests that their one thing to do is shorten their lines and stand on the defence; instead of that, they have lately lengthened their lines by 200 miles; and just at the very time when they begin to run short of men they waste whole Army corps in fresh and futile attacks. Therefore the war keeps on.

Think of the long Austro-German lines as the shell of a great egg, and the yolk as the egg as being gradually used up in stopping holes and cracks in the shell. The shell is repaired again and again, but meanwhile the egg is becoming hollow. Before very long it must collapse, with the emptiness of don't you remember birds' nesting—an egg that has been "blown." Till that collapse comes the war must keep on. With that collapse will come Peace for us, but unpensable, unimagined economic and financial ruin for our enemies. It is the price of Peace for a century that, until then, the war should keep on.

KAISER'S FOOLISHNESS.

Life and blood, treasure and trade, all the internal entity and material of life in Germany, Austria, and Hungary are being used up by a furiously disappointed Kaiser to maintain a battle line that he madly extended east of Warsaw. He thought himself a strategist, just as he thought himself a divine, but what his generals think of him may be read in a letter found on the body of a German officer, written by a general at the Grand Headquarters of the German Army. "It is terrible," the letter began: "We have no more men, and you know what that means. Wilhelm has taken from Germany all that she can give, and now you only see old men, women and children in the streets. We have no more reserves, and our losses are enormous." But the Allies are not being used up, proportionately, like that, we are not left hollow, drained, and blown. We, from month to month, can "take as much and as little of the war" as we will. There is true a good reason for not hearing of continual, costly, mortal British attacks. We lament our dead, we honour our heroes, but also we can and must keep on living, working and trading somewhat normally, meanwhile.

The coming in of Bulgaria, like the keeping out of Greece and Rumania, can have no deciding effect; these things delay the Austro-German confession of defeat, but they also prolong the enemy's agony. "In the interests of human peace and decency, it is desirable that Germany shall be wholly exhausted, utterly worn-out, and rendered torpid, the general population as well as the armies, by this war; for Germany now, and Germany of the future, must be taught that spying, buccannery, murdering, looting, torturing and violating do not pay in the long run, and are never worth the while. The Kaiser counted on a short war; therefore the longer this lasts the worse defeated he and the Prussian spirit will be.

THE STRANGLING OF GERMANY.

It was to have been a jolly little war for him—ein frischer, frohlicher Krieg, a frisky, frolicking sort of war. The "frisky little war" has always been the Prussian ideal. Should this war last another twelve months Germany will be left torpid for a century, probably. But Russia, Italy, France and we can well last them out. We shall suffer meanwhile, but suffer much less than the Germans. If the war lasts another year, more than half the manhood of Germany will have been laid low. At least one-third of their fighters and at least one-fourth of the whole male population of efficient age have been done for already. These heroes who cry out that we are not winning are no less foolish than those who cry out for a fiercer and quicker British offensive—for why should we expend men's lives rather than time and money? To save money at the cost of British blood would be the policy of a cynical millionaire, not of patriotic wisdom. The Allies' war-plan is working out well.—T. P.'s Weekly.

Bjorn Bjornson, the well-known Norwegian agitator, was engaged to speak at a public meeting at Copenhagen. He was received, however, by the large audience which had assembled with so much whistling and other hostile demonstrations that he was unable to deliver the address which he had prepared.

BATTLEFIELD HORROR.

AND NATURE'S ANTIDOTE.

The American United Press publishes the following article from its Paris correspondent, Mr. William Philip Simms, who has returned from a tour of the Champagne battlefield:—

"How can they stand it? I should think the soldiers at the front, living with death and the dead about them all the time, would go insane."

One frequently hears such a remark as that. The answer is simple enough: The men very quickly get used to it all. Take this as an example. At sundown to-day, as a party of us returned to our motors which we had left so that we might walk over the Champagne battlefield, a pair of two-wheeled carts were pushed hurriedly past us. Upon a canvas stretcher, suspended under the horse-shaped axle of each push-cart, lay the form of a soldier, fully clothed.

"Wounded!" someone asked. "Yes," an officer replied; and changed the subject.

But the soldiers pushing the carts were strangely careless in their handling of wounded men. They were walking very rapidly, and took little pains to keep the wheels out of the smaller shell-holes which everywhere pitted the ground. The forms rocked and pitched and swayed, and seemed ever on the point of being tossed out on the ground.

LAUGHTER AND DEATH.

Also, the strange attitude of one of the forms, fascinating to see; the soldier was on his back, and his arms were crossed in front of him, not touching his face. Nor did the arms touch each other. And with every drop of a wheel into hole or rut these arms waved about rigidly, never changing their relative position in the air; awkward, and minus all support, the arms stuck just where they were.

A second man accompanied each vehicle, making four soldiers in all, and these two extras, not paying much attention to the forward and free ends of the stretchers which they were along to handle, were "kidding" each other. One threw a clod of dirt at the second, and the second replied by flinging his metal helmet at the first. There was a burst of laughter, and as the carts came to a stop to permit the pushers to mop their perspiring brows, the two youngsters—the older not much more than twenty years old—either of them began to chase each other round and round the stretchers.

In the meantime we drew up to the little procession. The soldier on the stretcher, the one with his arms crossed before his face, still held his position, without moving.

Of course you have guessed it: the soldiers on the two stretchers were dead, dead as doornails. They had been killed the night before in the front trenches. Under cover of the twilight haze, a purple mixture of damp vapours and cannon smoke, these four members of the company were evacuating them to the rear, where they would be buried in one of the numerous new Champagne cemeteries.

A STRAY BULLET.

Lifting a torn cap from the face of the soldier with the crossed arms, someone asked: "How did it happen?" "Stray bullet," the cart-pusher responded, laconically. "When?" he added, "it's pretty warm to-day!"

There was a black spot in the right temple of the man who had caught the stray bullet, and a blackish streak ran down the side of his face. His death must have been instantaneous, and he had lain and stiffened just as he had fallen, his arms before his face. He had been but a very young man, and a small and young mountaineer, waxen light in colour, on his upper lip. The cap was replaced, and we went our way, leaving the living and dead to go theirs.

Now don't misunderstand. These four men scuffling their dead comrades to the graveyard were not unfeeling pitiless men in the ordinary sense. Taken from refined homes, very probably, where the sight of anyone in pain hurt them deeply, and from an environment where the presence of the dead was depressing and awesome, they were suddenly plunged into scenes of war and slaughter, and death and agony until their senses were deadened. Their power of appreciation had been practically nullified. Dead men no longer awed them; blood no longer sickened them. Nature, which makes men fight and mutilate and kill each other, had furnished its own antidote for horror; otherwise these men, instead of "kidding" each other, would have been gibbering lunatics.

I knew one man—his wife and little girl live in Paris—who, after passing through the battle of Champagne, had to be sent to a special hospital. He was not wounded. His nerves had been shattered; his mental balance upset. He had not been able to adjust himself in time. Nature had let him go on weighing in and appreciating all that transpired about him.

The other condition is the only possible safeguard against going insane; it is the War God's own anaesthetic.

GERMAN DOMINATION IN VIENNA.

A Statesman cable states: As illustrating the increasing German domination in Vienna a former Berlin correspondent of the *Times* states that Germany is attempting to solve at a single stroke economic problems which in the past involved bitter tariff disputes with Austria-Hungary and still more bitter disputes between Austria and Hungary. Berlin is endeavouring to coerce Vienna into agreeing to the formation after the war of a great central European State stretching from the Baltic to the Adriatic and Aegean. A joint customs tariff would be established and small States compelled to join by irresistible economic pressure. The *Times* points out that such union would rest on the sword and would prove a far more powerful counter-union among the Allies.

WEATHER REPORT.

On the 5th at 11.30 a.m.—A strong anti-cyclone (still) central in the neighbourhood of Weibair.

A general increase of pressure is shown in all districts except Indo-China, where it is nearly stationary.

Strong monsoon is indicated along the east coast of China and over the Cui-a Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.32 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	N.E. winds, fresh; overcast, rain, colder.
Ferness Channel	N.E. gale.
South Coast of China between the same as Hongkong and Lamooka	No. 1.
South coast of China between the same as Hongkong and Hainan	No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

12th JANUARY A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Force.	Weather.
Vladivostok	6 a.m.	30.14	34	—	N	6	—
Nemuro	5 a.m.	30.14	34	—	N	6	—
Hakodate	5 a.m.	30.13	34	—	NW	5	—
Tokio	5 a.m.	30.18	34	—	N	5	—
Kobe	5 a.m.	30.43	34	—	N	3	—
Nagasaki	5 a.m.	30.41	34	—	NW	3	—
Kagoshima	5 a.m.	30.33	34	—	NW	3	—
Oshima	5 a.m.	30.33	34	—	NW	3	—
Naha	5 a.m.	30.32	34	—	N	1	—
Yokohama	6 a.m.	30.12	34	—	N	1	—
Choshi	5 a.m.	30.7	26	84	NW	5	—
Wakatsuki	5 a.m.	30.7	26	84	NW	5	—
Hankow	5 a.m.	30.57	40	68	NW	4	—
Kiungkiang	5 a.m.	30.49	39	68	NW	4	—
Shanghai	5 a.m.	30.24	39	68	NW	4	—
Swatow	5 a.m.	30.32	39	68	NW	4	—
Takao	5 a.m.	30.31	39	68	NW	4	—
Tsukuba	5 a.m.	30.31	39	68	NW	4	—
Tsushima	5 a.m.	30.01	39	68	NW	4	—
Koshu	5 a.m.	29.92	39	68	NW	4	—
Pescadore	5 a.m.	30.11	39	68	NW	4	—
Canton	5 a.m.	30.07	39	68	NW	4	—
Hongkong	5 a.m.	30.07	39	68	NW	4	—
Gap Rock	5 a.m.	30.05	39	68	NW	4	—
Macao	5 a.m.	30.05	39	68	NW	4	—
Wuchow	5 a.m.	30.05	39	68	NW	4	—
Hoihow	5 a.m.	30.05	39	68	NW	4	—
Pakhoi	5 a.m.	30.05	39	68	NW	4	—
Paulun	5 a.m.	30.05	39	68	NW	4	—
Tourane	5 a.m.	29.95	39	68	NW	4	—
Cape St. James	5 a.m.	29.95	39	68	NW	4	—
Apur	5 a.m.	29.95	39	68	NW	4	—
Dagupan	5 a.m.	29.95	39	68	NW	4	—
Manila	5 a.m.	29.95	39	68	NW	4	—
Legaspi	5 a.m.	29.95	39	68	NW	4	—
Taloban	5 a.m.	29.95	39	68	NW	4	—
Ililo	5 a.m.	29.95	39	68	NW	4	—
Surigao	5 a.m.	29.95	39	68	NW	4	—
Labuan	5 a.m.	29.95	39	68	NW	4	—

T. F. CL XION, Director.

1. BAROMETRE, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air mixed with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF SKY, blue sky, a detached cloud, drizzling rain, fog, gloomy, a haze, lightning, or overcast, passing showers, a squall, rain, snow, a thunder, visibility, w. d. (w. d. = visibility in inches, tenths and hundredths).

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 5th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	30.06	31.12	30.16
Thermometer	72	67	60
Humidity	64	79	91
Wind Direction	East	NE	No th
Force	4	1	5
Weather	o	od	or
Rain	—	0.32	—

Highest open air Temperature on 4th ... 73

Lowest open air Temperature on 4th ... 65

HONGKONG TIDE TABLE.

From 6th to 12th January, 1916.

	High Water	Low Water
Day.	Time.	Time.
Thurs.	6 m. 11.17	4 m. 4.31
Fri.	7 m. 11.08	5 m. 5.13
Satur.	8 m. 10.58	6 m. 5.56
Sun.	9 m. 11.34	7 m. 6.42
Mon.	10 m. 11.29	8 m. 7.23
Tues.	11 m. 12.29	9 m. 8.05
Wed.	12 m. 12.24	10 m. 8.46

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr W. F. Alexander
Mr A. J. Anderson
Mr Geo. E. Anderson
Mr E. L. Atkinson
Mr H. Murray Fain
Mr J. H. Baring
Mr E. R. Bellis
Mr R. E. Bellis
Mr C. D. J. Bell
Mr & Mrs K. W. Bean
Mr & Mrs C. W.
Boswick
Mr R. J. Birbeck
Mr H. Blake ton
Mrs Bing
Mr N. F. Blanch
Miss L. C. Borstorf
Capt B. Branch
Mr H. Bridges
Mr E. Buchan
Capt G. Byers
Mr E. di Carvington
Mr T. W. Carvington
Mr C. Champlin
Mr H. Chatham
Mr B. M. Collican
Mrs Corneliussen and child
Mr J. A. Connor
Mr & Mrs W. F. Coney
Mr F. C. Gray
Mr N. Croucher
Mrs F. E. Davis
Mr & Mrs J. Dewar
Miss M. E. Duff
Capt J. W. Evans
Mr Wallace Farley
Dr G. H. L. Fitzwilliams
Mr James Finlay
Mr Dawson Fuller
Mr J. Gibb
Mr V. Gouldbourn
Mr & Mrs J. Gould
Mr E. Grandy
Capt T. E. Hall
Mr E. L. Hallward
Mr & Mrs W. A. Hannibal
Mr A. Hara
Mrs F. D. Helmer
Mr W. Heylom
Mr A. Hicks
Mr L. G. Holgate
Mr W. J. Hodge
Mrs A. E. Hodgins
Mr C. F. Huchin
Mr J. St. C. Hunt
Mr Robert Hunter

KING EDWARD HOTEL.

Mr A. G. Brooks
Mrs Ansel Almond
Mr W. Budge
Mr G. Banerman
Mr & Mrs T. S. Cheng
Mr A. Conno
Miss M. Ennesmao
Mrs N. Ennesmao
Mr & Mrs Flynn
Mrs C. Foo
Mr J. J. Fox
Mr F. Fraser
Mr T. N. Gregory
Mr E. Grievie
Mr T. Gun
Mrs Haynes
Mr & Mrs Hammes and children
Mr A. E. Hart
Mr & Mrs H. P. Harris
Mr W. H. Hoekstra
Mr & Mrs Wm. Jackson
Mr J. Jeffery
Mr J. Joseph
Mr J. Lennox
Mr A. Lambden
Miss E. G. Lambden
Mr P. M. Marsh
Mrs E. J. Mitchell and family

PEAK HOTEL.

Mr & Mrs W. Armstrong
Mrs Bowler
Mr & Mrs Carmichael
Mr F. W. Cary
Mr & Mrs C. D. Casull
Mr & Mrs C. O'Connell
Mr Dinning E. L.
Mr D. H. Ellis
Mrs Furnival
Mr & Mrs B. A. Hale
Mr F. A. Hazeland
Mrs T. J. R. Johns
Mr Lee Jones

GRAND HOTEL.

Mr E. A'cock
Mr C. H. Arnold
Mr C. H. Booth
Mr A. Cameron
Mr & Mrs C. C. Carr
Mr W. O. D. Reid
Mr A. Danforth
Mr K. S. Elias
Mr L. E. George
Mr J. Hands
Mr D. Harvey
Mr F. G. Hume
Mr W. Lawrie
Mr J. M. McKay
Mr J. Manteiro

MARTIN'S APOLLO STEEL PILLS.

A

SHIPPING

ARRIVALS

CHENAN, British str., 1,350, Tubbon, 5th January—Shanghai, 2nd January, General—Butterfield & Swire.
 FANGANG, British str., 1,410, H. S. Malkins, 4th January—Hongkong, 2nd January, Coal—Jardine, Matheson & Co.
 FUKUI MARU, Japanese str., 3,087, H. Ohsaki, 4th January—Mojji 29th December, Coal—Mitsui Bussan Kaisha.
 HAINUN, British str., 641, A. H. Stewart, 5th January—Fochow 4th January, General—Douglas LaPrak & Co.
 HELENUS, British str., 4,510, A. D. Baker, 5th January—Manila 2nd January, General—Butterfield & Swire.
 HINCHANG, Chinese str., Wm. Munro, 5th January—Shanghai 2nd January, General—Order.
 GLENALLOCH, British str., 1,424, S. Mackenzie, 4th January—Mojji 3rd January—Order.
 KWANGSE, British str., 1,228, W. Barkus, 5th January—Wuhu 30th December, Rice—Order.
 SHANGHAI, British str., from Canton, 5th January.
 TAIKUI, Chinese str., from Canton, 5th January.
 TAIKUI MARU, Japanese str., 1,995, Nakamura, 4th January—Port Arthur 29th December, Coal—Mitsui Bussan Kaisha.

CLEARANCES

IN THE HARBOUR MASTER'S OFFICE.
 JANUARY 5th.
 KAMAKURA MARU, Jap. str., for Kobe.
 SHANGHAI, British str., for Hongkong.

DEPARTURES

JANUARY 5th.
 CHENAN, British str., for Canton.
 CHUNYANG, British str., for Hongkong.
 DAIKI MARU, Jap. str., for Haiphong.
 HAIYANG, British str., for Singapore.
 KWANGSE, British str., for Canton.
 KAWACHI MARU, Jap. str., for Yokohama.
 NANYO MARU, Jap. str., for Wakamatsu.
 TAWAN MARU, Jap. str., for Haiphong.
 TANGING, British str., for Manila.
 YINGCHOW, British str., for Shanghai.

PASSENGERS

ARRIVED.
 For Hainun, from Fochow, for Hongkong, Mr. Lechlan, Mr. Grundy, and Mr. Murdoch.

VESSELS EXPECTED

THE ENGLISH MAIL.
 The P. & O. str. *Nellie* left Singapore for this port on the 2nd instant, morning, with the outward English Mails and is due here on the 7th instant at about noon.

MERCHANT STEAMER

The str. *Changsha*, of the Australian Oriental Line, left Sydney for Hongkong via usual Australian and Philippine ports on December 24th, and may be expected to arrive on or about January 10th.

LATEST STEAMER MOVEMENT

The *Empress of Japan* left Vancouver on Saturday, the 1st inst., p.m., and is due to arrive at Hongkong on Sunday, the 23rd instant.

VESSELS ON THE BERTH

THE AMERICAN AND MANCHURIAN LINE

(ELDERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

FOR BOSTON AND NEW YORK
 VIA CAPE OF GOOD HOPE
 (With Liberty to call at the Malabar Coast).

THE Steamship

"KATHLAMBA"
 6,382 tons, will be despatched as above on WEDNESDAY, 12th January, 1916.
 For Freight and further particulars, apply to THE BANK LINE, LTD., Agents.

Hongkong, 26th December, 1915. [102]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NOVARA"
 Captain H. R. Hetherington, R.N., carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 14th January, 1916, taking passengers and cargo for the above ports, in connection with the Co.'s s.s. "ARABIA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed by Bombay and transhipped to the s.s. "KATHLAMBA" due in London about the 26th Feb., 1916.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars apply to E. V. D. PARR, For Superintendent.

Hongkong, 1st January, 1916. [1]

HONGKONG—NEW YORK

For NEW YORK—via SUZ or CAPE OF GOOD HOPE.
 S.S. "SKIPTON CASTLE"
 On or about the 29th January.

S.S. "EGREMONT CASTLE"
 about middle of February
 For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 3rd January, 1916.

VESSELS ADVERTISED AS LOADING

* maintain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," * except Hongkong "1," midway between Hongkong and Kowloon "2," and those vessels berthed at the Kowloon Wharf "3," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blue Pier. 3. From Blue Pier to Naval Yard. 4. From Naval Yard to East Point.

ORIGINATIONS	VESSEL'S NAME	FLAG	TYPE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & BOMBAY VIA USUAL PORTS OF CALL	NOVARA	Brit. str.	1 m.	H.R. Hetherington, R.N.	P. & O. S. N. Co.	On 14th inst., at 3 p.m.
LONDON	KANAR	Brit. str.	1 m.	F. H. S. Stone	THE BANK LINE, LIMITED	On 15th Feb.
LONDON & BOMBAY VIA USUAL PORTS OF CALL	KASHMIR	Brit. str.	1 m.	S. Wada	P. & O. S. N. Co.	About 28th inst.
MARSHALLS, LONDON & VIA SINGAPORE, &c.	MISHIMA MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 13th inst., at Noon.
MARSHALLS VIA PORTS	ATHOS	Brit. str.	1 m.	K. Amakawa	MESSAGERIES MARITIMES	On 11th inst., at 5 p.m.
VICTORIA & TACOMA VIA SHANGHAI, &c.	TACOMA MARU	Jap. str.	1 m.	T. Hamada	OSAKA SHOSHIN KAISHA	On 11th inst., at 3 p.m.
VICTORIA &c. & SEATTLE VIA KEELUNG, &c.	SADO MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 10th inst., at Noon.
NEW YORK VIA SUZ	SKIPTON CASTLE	Brit. str.	1 m.	T. Hamada	DODWELL & Co., Ltd.	On 29th inst.
BOSTON & NEW YORK	KATHLAMBA	Brit. str.	1 m.	T. Hamada	THE BANK LINE, LIMITED	On 12th inst.
SAN FRANCISCO	ARABIA	Brit. str.	1 m.	T. Hamada	JAVA-CHINA-JAPAN LINE	On 9th inst.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	1 m.	T. Hamada	OTO KISEN KAISHA	On 26th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	PERIA MARU	Jap. str.	1 m.	T. Hamada	OTO KISEN KAISHA	On 3rd Feb., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	W. Dixon Hopcraft	CANADIAN PACIFIC R. CO.	On 16th Feb.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGNE	Brit. str.	1 m.	A. J. Hadley	CANADIAN PACIFIC R. CO.	On 8th inst.
MEXICAN, PERUVIAN & CHILEAN PORTS VIA JAPAN	KITO MARU	Jap. str.	1 m.	T. Hamada	OTO KISEN KAISHA	On 13th inst., at 11 a.m.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 14th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	NINCKO MARU	Jap. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	On 24th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 14th inst., at 10 a.m.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	GUJARAT	Brit. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	YUWACHI MARU	Jap. str.	1 m.	T. Hamada	JAVA-CHINA-JAPAN LINE	To-day.
SHANGHAI	SHANTUNG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 10 a.m.
SHANGHAI, KOBE & MOJI	KUTSANG	Brit. str.	1 m.	T. Hamada	P. & O. S. N. Co.	About 8th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KUNIKOW	Brit. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	On 9th inst., at 10 a.m.
SHANGHAI	UNHANG	Brit. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	On 9th inst., at 10 a.m.
SHANGHAI	HONGKONG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	About 13th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MONGARA	Brit. str.	1 m.	T. Hamada	P. & O. S. N. Co.	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	CORDELLER	Brit. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 20th inst.
SHANGHAI, MOJI & KOBE	KIRIN MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 25th inst., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	YUWACHI MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 25th inst.
SHANGHAI, KOBE & YOKOHAMA	TOKA MARU	Jap. str.	1 m.	T. Hamada	OSAKA SHOSHIN KAISHA	On 19th inst., at 8 a.m.
SHANGHAI, KOBE & YOKOHAMA	SOCHI MARU	Jap. str.	1 m.	T. Hamada	OSAKA SHOSHIN KAISHA	To-morrow, at 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	HAIPHONG	Brit. str.	1 m.	T. Hamada	DOUGLAS LAPELLE & Co.	On 13th inst., at 2 p.m.
SHANGHAI, KOBE & YOKOHAMA	BAITAN	Brit. str.	1 m.	T. Hamada	DOUGLAS LAPELLE & Co.	On 14th inst., at 2 p.m.
SHANGHAI, KOBE & YOKOHAMA	YUWACHI MARU	Jap. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	CHITRA	Brit. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 3 p.m.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	PERANG MARU	Jap. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 10th inst.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	SAIGON MARU	Jap. str.	1 m.	T. Hamada	OSAKA SHOSHIN KAISHA	To-morrow, at 7 a.m.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	CHITRA	Brit. str.	1 m.	T. Hamada	NISSON YUSEN KAISHA	On 10th inst.
SINGAPORE, PENANG & CALCUTTA	YUWACHI MARU	Jap. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	NAMHANG	Brit. str.	1 m.	T. Hamada	THE BANK LINE, LTD.	On 3rd Feb.
MAURITIUS & SOUTH AFRICAN PORTS	SARANG	Brit. str.	1 m.	T. Hamada	OSAKA SHOSHIN KAISHA	On 13th inst., at 10 a.m.
HAIPHONG VIA PAKHOI & HOIHOW	KIHO MARU	Jap. str.	1 m.	T. Hamada	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
PAKHOI & HAIPHONG	KAIPONG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 8 a.m.
HOIHOW & HAIPHONG	LOONGSANG	Brit. str.	1 m.	T. Hamada	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 8 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STRANERS	TO SAIL
HOIHOW & HAIPHONG	"LOKSANG"	Friday, 7th Jan. 8 a.m.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Saturday, 8th Jan. 10 a.m.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 8th Jan. 3 p.m.
MANILA	"YUWACHI"	Saturday, 8th Jan. 5 p.m.
SHANGHAI	"HOISANG"	Sunday, 9th Jan. 10 a.m.
MANILA	"LOONGSANG"	Sunday, 9th Jan. 3 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 2nd Jan. 5 p.m.

RETURN TOURS TO JAPAN.
 The steamers "KUTSANG," "NAMSANG," "LOONGSANG," and "FOOKSANG" leave about every 3 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATSHING," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.
 Taking cargo on Through Bills of Lading to Kaitum, Lahad Datu, Singapore, Tawau, Uluken, Jesselton and Labuan.
 For Freight or passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.
 Hongkong, 6th January, 1916. [6]

BRITISH INDIA S. N. CO., LTD.

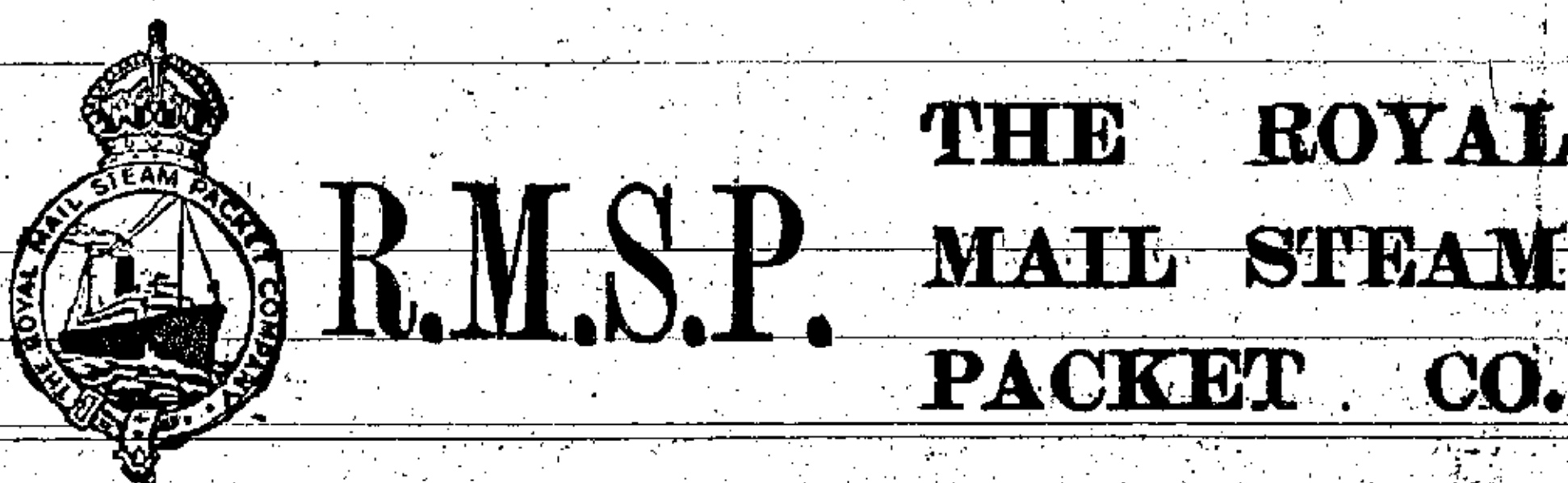
NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 211.

Hongkong, 16th April, 1915. [24]



PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMERWARD.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215 5th. Ex. 10.

Hongkong, 26th October, 1915. [28]

CANADIAN PACIFIC RAILWAY COMPANY'S STEAMSHIP LINE FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.

CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE AND YOKOHAMA.

QUICKEST TIME ACROSS THE PACIFIC

"EMPRESS OF RUSSIA"—"EMPRESS OF ASIA"

16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.

"EMPRESS OF JAPAN"—REDUCED FIRST CLASS FARES.

"MONTEAGLE"—INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"EMPRESS OF JAPAN"—2 Feb. "EMPRESS OF ASIA"—20 APRIL

"MONTEAGLE"—15 "EMPRESS OF RUSSIA"—26

"EMPRESS OF RUSSIA"—23 MAR. "EMPRESS OF RUSSIA"—18 MAY.

"EMPRESS OF JAPAN"—5 APR. "EMPRESS OF ASIA"—15 JUNE.

For further information, Sailings, Guide Books, etc., please apply to

• Calls at MOJI instead of NAGASAKI.

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, HONGKONG.

INDIAN AFRICAN LINE.

Cargo carried on Through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG. Connecting with "GUJARAT" FROM COLOMBO.

24th January. 16th February.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA!

PROPOSED SAILING.

S.S. "SALAMIS"—From Hongkong: 3rd Feb., 1916.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

Fitted with WIRELESS TELEGRAPHY.

For Dates of Freight and Passage, apply to THE BANK LINE, LIMITED, MANAGING AGENTS.

"ELDERMAN" LINE.

(ELDERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM AND CONTINENT.

For "KANSAS" On 16th Feb.

Subject to change without notice.

For rates of freight and further information apply to THE BANK LINE, LTD., GENERAL AGENTS.

OR TO REIS & Co., CANTON.

Hongkong, 26th October, 1915. [104]

SHIPPING IN PORT

STEAMERS

ANNA, Norwegian str., 1,617, Arutson, 3rd January—Bangkok 26th December, Rice—Thoresen & Co.
 ASIA MARU, Japanese str., 2,411, Y. Mishi, 1st January—Singapore, 25th December, General—Order.
 CAMILLA, British str., 3,140, J. Roberts, 29th December—Singapore 18th December, Bulk Oil—Asiatic Petroleum & Co.
 CHILDAH, Norwegian str., 1,102, Nils Hjorth, 4th January—Saigon 20th December, Rice—Thoresen & Co.
 ECOINIA, Russian str., 1,232, Wieda, 3rd January—Saigon Rice and General—Thoresen & Co.
 FOOKSANG, British str., 1,987, T. A. Mitchell, 25th December—Mojji 29th December, General—Jardine, Matheson & Co.
 HADIS, Norwegian str., 1,065, A. Sween, 2nd January—Nankai Bay 30th December, Salt—Java-China-Japan Line.
 HONGKONG, French str., 739, A. Marguerite, 1st January—Haiphong, 30th December, General—A. R. Marty & Co.
 IYSON, British str., 4,922, G. Moir, 31st December—Singapore 26th December, General—Butterfield & Swire.
 JACOB, Dutch str., 2,988, T. Bauen, 4th January—Singapore 28th December, General—Order.
 KAIPONG, British str., 987, J. B. Evans, 3rd January—Haiphong 30th December, General—Butterfield & Swire.
 KANNA, British str., 1,047, George McRuxton, 1st January—Singapore 23rd December—Order.
 KAMAKURA MARU, Japanese str., 3,608, K. Higo, 4th January—Bombay 28th December, General—Nippon Yusen Kaisha.
 KAWACHI MARU, Japanese str., 3,724, Kurozumi, 3rd January—Singapore 27th December, General—Nippon Yusen Kaisha.
 KIANGHONG, Chinese str., 1,292, H. Under, 2nd January—Chingwang 25th December, Coal—Doddwell & Co.
 KIVO MARU, Japanese str., 6,757, K. Ozawa, 25th December—Mojji 24th December, General—Toyo Kisen Kaisha.
 KWINANA, British str., 2,120, J. Rodger, 3rd January—Fremantle 11th December, Sandal Wood—Order.
 KUTSANG, British str., 4,895, R. C. D. Bradley, 3rd January—Calcutta 19th December, General—Jardine, Matheson & Co.
 LOKHANG, British str., 997, D. W. Ritchie, 2nd January—Haiphong 1st January, Rice—Order.
 MORSEY, British str., 1,330, Thorsten, 29th December—Saigon 18th December, Rice—Chinese.
 NATICA, British str., 3,494, G. E. S. Bramston, 3rd January—Taigtau 27th December, Ballest—Asiatic Petroleum Co.
 NICHIBAW MARU, Japanese str., 1,633, S. Hibi, 30th December—Mitsui Bussan Kaisha.
 NINGPO, British str., 1,228, Culloch, 1st January—Swatow 31st December—Butterfield & Swire.
 OKO, Russian str., 1,370, P. Mender, 2nd January—Kinchon 30th December, Rice and General—Order.
 PHUENPENG, British str., 1,065, Bird, 26th December—Saigon 20th December, Rice—Chinese.
 PROMETHEUS, Norwegian str., 1,014, O. Haim, 1st January—Bangkok, 23rd December, General—Order.
 QUANTA, British str., 1,373, Hooker, 31st December—Bangkok 20th December, General—Butterfield & Swire.
 TALOMA MARU, Japanese str., 3,944, T. Hamada, 1st January—Manila 29th December, General—Osaka Shosen Kaisha.

NOTICES TO CONSIGNEES

S.S. "PORTHOS"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London

in connection with above Steamer are

hereby informed that their Goods with the

exception of Opium, Treasure and Valuables are

being landed and stored at their risk into the

hazardous and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Ltd., Kowloon, whence delivery

may be obtained.

Optional Cargo will be forwarded on unless

intimation is received from the Consignee

before Noon, To-day, requesting it to be landed

P. & O. S. N. CO. TOYO KISEN KAISHA. P. & O. S. N. CO.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBÉ, NELLORE and YOKOHAMA	Capt. A. M. King	About 8th Jan.	Freight and Passage
SHANGHAI, MOJI, KOBÉ, MONGARA and YOKOHAMA	Capt. R. P. Fysh, R.N.M.	About 18th Jan.	Freight and Passage
LONDON and BOMBAY VIA NOVARA	Capt. H. E. Hetherington, R.N.M.	3 P.M. 14th Jan.	See Special Usual Ports of Call
LONDON and BOMBAY VIA KASHMIR	Capt. F. H. S. Stone	About 28th Jan.	Freight and Passage

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to—

E. V. D. PARR,

For Superintendent.

Hongkong, 6th January, 1916.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI, PAKHOI and HAIPHONG	"SHANTUNG"	On 8th Jan., 4 P.M.
HAIPHONG	"KALPONG"	On 7th Jan., 10 A.M.
SHANGHAI	"KUELOHOU"	On 8th Jan., 11 A.M.
SHANGHAI	"CHENAN"	On 9th Jan., D'light.
MANILA, CEBU and ILOILO	"CHINHUA"	On 11th Jan., 4 P.M.

DIRECT SAILINGS TOWEST RIVER. Twice Weekly.

SS "LINTAN" and SS "SANUI" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidsides; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN." SHANGHAI LINE—PASSENGERS, MAILS and CARGO. SS "ANHUI," "CHENAN," "LIANGHOU," "LUOHOW," "YINGHOU," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 6th January, 1916. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 7th Jan., at 1 P.M.
"HAICHING"	Capt. W. C. Pasmore	WED'DAY, 12th Jan., at 2 P.M.
"HAITAN"	Capt. J. S. Thomson	FRIDAY, 14th Jan., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 6th January, 1916.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 6th December, 1915.

AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	7th Jan.	On 19th Jan., 11 A.M.
EASTERN	30th Jan.	On 21st Jan., 11 A.M.
ALDENHAM	2nd Feb.	On 23rd Feb., 11 A.M.
ST. ALBANS		On 16th Mar., 11 A.M.

* Fitted with wireless Telegraphy.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans & duly qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,

AGENTS.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
KIYO MARU	17,200—15 knots	SATURDAY, 8th Jan.
CHIYO MARU	22,000—21 knots	TUES., 25th Jan.
DAIREN MARU	5,000—14 knots	TUESDAY, 3rd Mar.
PERSIA MARU	9,000—17 knots	THURSDAY 3rd Feb.
TENYO MARU	22,000—21 knots	TUES., 15th Feb.
NIPPON MARU	11,000—15 knots	TUESDAY, 29th Feb.
ANYOMARU	18,500—15 knots	SATURDAY, 11th Mar.
SHINYO MARU	22,000—21 knots	TUES., 14th Mar.

* Cargo only.

† Via MANILA, Omitting Shanghai.

‡ Proceeding to South America Ports.

Steamer via Shanghai leaves at Noon.

" " Manila " " at 10.30 A.M.

First Class to LONDON	\$71.10...RETURN (6 MONTHS) \$120.
" " " NEW YORK	\$60. " " " \$96.10.
" " " SAN FRANCISCO	\$45. " " " \$68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR CORONEL VIA JAPAN PORTS, HONOLULU, SAN FRANCISCO LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Tons and Speed	Sails
KIYO MARU	17,200—15 knots	SATURDAY, 8th Jan.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,

King's Building.

TELEPHONE 891.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

WORTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

WORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBÉ and YOKOHAMA	CORDILLERE	On 10th Jan.
(Without Transshipment)	ANDRE LEBON	On 24th Jan.
HOMeward		
MARSEILLES VIA HAIPHONG	ATHOS	On 11th Jan., at 5 P.M.
SAIGON and PORTS	PORTHOS	On 22nd Jan.
(Without Transshipment)		

Subject to immediate alteration without notice.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Weekly branch line from Saigon to Haiphong.

Branch line connecting every four weeks at Colombo, for Calcutta.

State Rooms 1st, 2nd and 3rd Classes.

Return Tickets to Europe available two years.

Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT,

QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG

(Subject to Alteration).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

FOR	STEAMER	TO SAIL
VICTORIA and TACOMA via SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	T. Hamada	Leaving 11th Jan., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR	STEAMER	TO SAIL
BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG, AND COLOMBO.	T. Yamaguchi	FRIDAY, 7th Jan., at 7 A.M.

FOR	STEAMER	TO SAIL
TAMUI AND KRELUNG VIA SWATOW AND AMOY.	S. Saito	SUNDAY, 9th Jan., at 10 A.M.

FOR	STEAMER	TO SAIL
ANPING AND TAKAO VIA SWATOW AND AMOY.	A. Kobayashi	WED'DAY, 19th Jan., at 8 A.M.

FOR	STEAMER	TO SAIL
HAIPHONG VIA PAKHOI AND HOIHOW.	Imazumi	THURSDAY, 13th Jan., 10 A.M.

FOR	STEAMER	TO SAIL
HAIPHONG VIA PAKHOI AND HOIHOW.	Imazumi	THURSDAY, 13th Jan., 10 A.M.

FOR	STEAMER	TO SAIL
HAIPHONG VIA PAKHOI AND HOIHOW.	Imazumi	THURSDAY, 13th Jan., 10 A.M.

These Steamers of Coast and Foreman Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI

MANAGER,

Second Floor, No. 1, Queen's Building,

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Leave	Leave	Connecting Steamer	Due at	Due
YOKOHAMA	to	SHANGHAI	from	MARSEILLES	LONDON
	COLOMBO	HAI	KONG	1916	1916
		about	about		
Jan. 8	NOVARA	Jan. 10	Jan. 14	ARABIA	Feb. 12
Jan. 16	KASHMIR	Jan. 24	Jan. 28	KASHMIR	Feb. 25
Jan. 30	SAUDINIA	Feb. 7	Feb. 11	KHIBER	Mar. 11
Feb. 12	NAMUR	Feb. 20	Feb. 24	MEDINA	Mar. 26
Feb. 27	NANKIN	Mar. 6	Mar. 10	MONGOLIA	Apr. 1
Mar. 13	NOVARA	Mar. 20	Mar. 24	MAIWA	Apr. 15
Mar. 26	MALTA	Mar. 30	Apr. 3	MOOLTAN	Apr. 22
					May 6

† Steamers proceed via Bombay.

Passengers change Steamers at COLOMBO. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:—

The fares to London and Marseilles are as follows:—

LONDON				
1st Saloon	"A"	Accommodation	Single	Return £111.
	"B"	"	"	" £102.
2nd Saloon	"A"	"	"	" £79.
	"B"	"	"	" £73.
MARSEILLES				
1st Saloon	"A"	Accommodation	Single	Return £105.
	"B"	"	"	" £96.
2nd Saloon	"A"	"	"	" £76.
	"B"	"	"	" £73.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due
	YOKOHAMA	SHANGHAI	H'KONG	FORM	M'VILLE, if calling	LONDON
	about 1916	about 1916	about 1916	about 1916	about 1916	about 1916
NELLORE	Jan. 17	Jan. 27	Feb. 2	Feb. 8	Mar. 9	Mar. 16
MONGARA	Jan. 31	Feb. 10	Feb. 16	Feb. 22	Mar. 23	Mar. 27
NORE	Feb. 28	Mar. 9	Mar. 15	Mar. 21	Apr. 10	Apr. 27
NAGOYA	April 10	April 20	April 26	May 2	June 1	June 9

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON: 1st Saloon £48 Single, £87 Return, 2nd Saloon £42 Single, £63 Return.

FARES TO MARSEILLES: 1st Saloon £24 Single, 2nd Saloon £20 Single.

All Passenger Steamers are fitted with the Marcon System of Wireless Telegraphy.

Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. V. D. PARR,

FOR SUPERINTENDENT.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES and LONDON	MISHIMA MARU	16,000	THURSDAY, 13th Jan., at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SUWA MARU	21,000	THURSDAY, 27th Jan., at Noon.
VICTORIA, B.C. and SEATTLE VIA SHANGHAI, MOJI, KOBÉ, YOKKAICHI and YOKOHAMA	SADO MARU	12,500	SATURDAY, 15th Jan., at Noon.
	AWA MARU	12,500	TUESDAY, 25th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, BANGKOK, THURSDAY, TOWNSVILLE & BRISBANE	NIKKO MARU	9,600	FRIDAY, 14th Jan., at 4 P.M.
	HITACHI MARU	13,600	TUESDAY, 15th Feb., at 11 A.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	CEYLON MARU	10,000	MONDAY, 10th Jan.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	PENANG MARU	8,000	MONDAY, 10th Jan.
SHANGHAI, MOJI and KOBÉ	KIRIN MARU	8,000	THURSDAY, 20th Jan.
SHANGHAI, KOBÉ and YOKOHAMA	TOSA MARU	10,000	TUESDAY, 25th Jan.
NAGASAKI, KOBÉ and YOKOHAMA	HITACHI MARU	9,600	FRIDAY, 14th Jan., at 10 A.M.
SHANGHAI, KOBÉ and YOKOHAMA	MIYAZAKI MARU	16,000	TUESDAY, 25th Jan., at 10 A.M.

* Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London	1st Single Yen	600.	To Marseilles	1st Single Yen	650.
" " 2nd Single	"	400.	" " 2nd Single	"	330.
" " Return	"	800.	" " Return	"	650.
To London, Southampton, Liverpool via New York	1st Single	\$80.150			
To Victoria, Vancouver, Seattle, Montreal	1st Single	\$20.20			
To Sydney, 1st Single	\$40.		To Melbourne, 1st Single	\$41.	
1st Return	\$78.		1st Return	\$78.16	
To Yokohama, 1st Return	\$100.		To Kobe, 1st Return	\$125.	
2nd	\$40.		2nd	\$38.	

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941.

